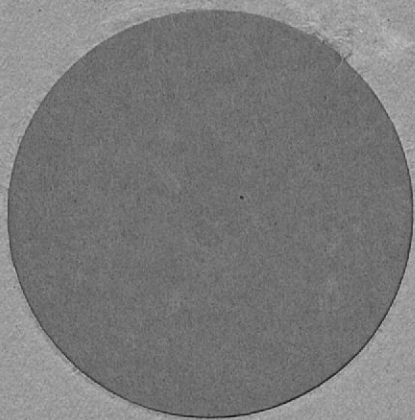


# TRAVEL



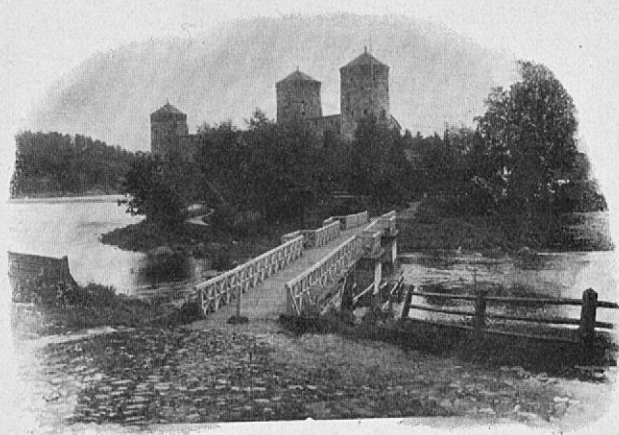
in  
**FINLAND**

A New Holiday Resort.



# FINLAND:

THE LAND OF A THOUSAND LAKES



OLOFSHOLMS CASTLE, NYSLOTT

---

A NEW HOLIDAY RESORT

---

Published by  
THE TOURIST SOCIETY IN FINLAND

(TURISTFÖRENINGEN I FINLAND)

NORRA ESPLANADGATAN 21, HELSINGFORS

1911

HELSINGIN  
YLIOPISTON  
KIRJASTO

# CONTENTS

	PAGE
MAP OF FINLAND ... ..	<i>At end of book</i>
FINLAND ... ..	3
HOW TO GET THERE ... ..	5, 57-59
TOURS IN FINLAND: ROUTE No. 1 ... ..	14
"    "    ROUTE No. 2 ... ..	39
"    "    ROUTE No. 3 ... ..	47
SPORT IN FINLAND ... ..	48
PRACTICAL HINTS ... ..	55
ROUTES TO FINLAND ... ..	57, 58
MAIL PASSENGER STEAMERS TO FINLAND ... ..	59
TABLE OF PASSENGER FARES ... ..	60
SPECIMEN ROUND TOURS ... ..	61-70
EXCHANGE TABLE ... ..	62
BOOKS ON FINLAND ... ..	71



INTENDING TOURISTS from the United Kingdom should note that Steamer and Finnish Rail Tickets, Guides, and all further information, etc., etc., can be obtained through the principal Tourist Agents, or from

—•—•— **JOHN GOOD & SONS, LTD.** —•—•—  
(AGENTS, FINLAND LINE OF STEAMERS),

**HULL.**

TELEGRAMS: "GOODSONS, HULL."

TELEPHONES: - - Nos. 2495-6-7.

AMERICAN TOURISTS should note that all information can be obtained from the FINLAND STEAMSHIP COMPANY AGENCY, 15 State Street, New York.

KIOSK  
NOTES  
KIOSK



# FINLAND

THE LAND OF A THOUSAND LAKES

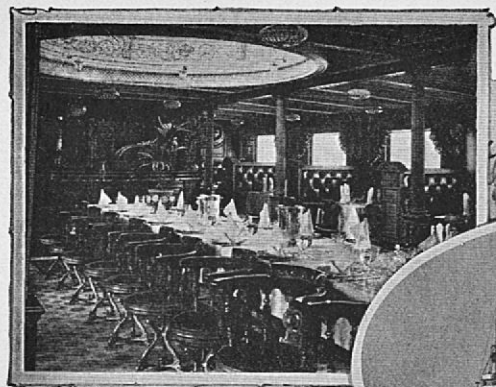
---

## A NEW HOLIDAY RESORT

---

THE tourist who wishes to get away from the bustle and excitement of the continental seaside place, and is weary of the usual tourist routes; who desires a change which will make for economy and yet effect a cure for overwrought nerves and tired brains; who longs for the freshness and unspoiled charm of an unsophisticated country, but is unwilling to renounce the comforts of modern travelling—cannot do better than decide upon Finland as the scene for a holiday tour. Finland combines the advantages of a much-frequented country with the interest of an unexplored land. Steamers and railways take you in every direction, and on your journeys you will find mile after mile of uncultivated land, virgin pine and fir forest, thousands of lakes, and here and there a magnificent waterfall, or river whose rapids rush with lightning speed to the sea without. The air is exceptionally bracing, the beauty of the scenery is great and has a peculiarity of its own. The fishing is splendid. Trout, salmon and grayling await you in rivers which simply teem with fish, and if you are a keen shot you will have plenty of opportunity of using your gun, for there are wild duck, capercailzie, blackcock and true hazel grouse to be brought down. The open season for elk begins the first week of September, when an allotted number of males are shot yearly. During the winter, bears can be hunted, and seals in the spring.

It must not be supposed that Finland only occupies a small portion of the upper corner of Europe. The whole area of Finland is 166,000 square miles or a little more than that of the United Kingdom, about one-ninth part consisting of lakes. The distance from the most southern point, Hangö, to the northern frontier in Lapland is 671 miles. The combined steamer routes on the lakes total up to



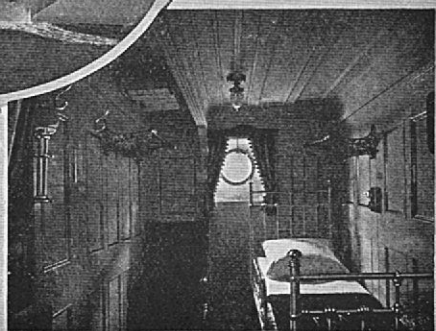
A corner of  
First Class Dining Saloon



R.M.S.

"TITANIA"

Single Berth Cabin



FINLAND LINE

OF ROYAL MAIL STEAMERS

several thousand miles and, along the coast, trips occupying a week and more can be made by the steamers that run in the Archipelago. Finland is very sparsely inhabited, the population being only about three millions.

How to get to this enchanted land is easily told. Mail Passenger Steamers of the FINLAND LINE leave Hull every Wednesday and Saturday. These steamers are absolutely first-class and constructed in accordance with the most modern ideas for passengers' comfort, the whole accommodation being most luxurious, and the cuisine excellent.

First-class passenger steamers also leave Stockholm every day, Lubeck every Saturday, and Stettin every Wednesday, for the chief ports of Finland.

Of the passage from Hull to Copenhagen, the half-way house of the journey, there is not much to say. After leaving the Humber, the run across the North Sea only occupies 32 hours, when the coast of Denmark is sighted, with low-lying land sloping up here and there to inconsiderable elevations. This part of the tour is most enjoyable, the steamer passing through the large fishing fleets on the Dogger Bank in the North Sea, and then through the Skagerack, Cattegat and the Sound with pretty views on both sides, till the vessel steers in between **Elsinore**, with its ancient castle wherein Hamlet is supposed to have found a grave, and its huge sanatorium, and **Helsingborg**, the two towns connected by a big train-carrying ferry. Here the course to Copenhagen is entered upon. After the barren stretches of the open sea, it is companionable to be once more in the midst of shipping. There is glorious sunshine in the Sound, and the dark woods of the Danish and Swedish coasts on either side make a pretty and restful picture to the eye.

Leaving Copenhagen, the traveller will be struck by the wonderful brightness and dreamy stillness of the northern Summer nights. (The months of June, July and August are preferable for making a Finnish holiday tour.) Passing the islands of **Bornholm** and **Gothland**, low granite rocks rising out of the blue waters and washed smooth by wind and wave will gradually appear. These are the outposts of Finland. Passing through these delightful islands you enter the harbour of Helsingfors.

## Helsingfors.

Helsingfors, the capital of the Grand Duchy of Finland, with a population of about 140,000 inhabitants, is the seat of the Government, and the residence of the Governor-General. It is situated on a neck of land projecting into the open sea. To the east and west, an archipelago of little islands spreads itself in infinite variety. The town gives the stranger a striking impression of order and cleanliness.



HELSINGFORS: SOUTH HARBOUR.

**Hotels.**—SOCIETETSHUSET, 13 N. Esplanadgatan; HOTEL KÄMP, 29 N. Esplanadgatan; GRAND HOTEL FENNIA, 21 Mikaelsgatan; HOTEL APOLLO, 10 S. Esplanadgatan; KLEINEH'S HOTEL, near the Societetshuset. **Boarding Houses.**—HOTEL PATRIA, 17 Alexandersgatan; PENSION CENTRAL, 46 Alexandersgatan; PENSION ANDERSON, 44 Alexandersgatan; PENSION BELLEVUE, 23 Kasärngatan.

**Restaurants.**—OPERA KÄLLÄREN, on the Theatre Esplanade (music); KAPELLET, near the Market Place (music); KLIPPAN, on an



island in the South Harbour (music, steamer every quarter of an hour from the South Harbour). A very lovely view of the open sea, and the harbour and the town is to be had from the verandah of this restaurant; BRUNNSHUSET, in Brunnspark, operettes are given in an open-air theatre during the summer season; HÖGHOLMEN, an island in the North Harbour, to which steamers run every half hour; ALPHYDDAN in Djurgården (a park outside the town, cab fare from 1mk. 25p. to 2mks. = 1/- to 1/6); KAISANIEMI RESTAURANT in the Kaisaniemi Park.

**Cafés.**—FAZER'S, 3 Glogatan; EKBERG'S, 52 Alexandersgatan; BRONDINS, in the City Passage near the Railway Station, and also at 20 S. Esplanadgatan.

LAVATORIES.—4 Katrinegatan, near the Societetshuset; on the Theatre Esplanade; 14 Vestra Kajen; and in Central Passage.

PUBLIC BATHS.—Bad Central, in the Central Passage, 46 Alexandersgatan, and in Brunnsparken; Finnish vapour baths; Mariebad, 13A Mariegatan; "Wellamo," 16 Elisabetsgatan, and 3 Bangatan; Sea Bathing in Brunnsparken, and at Ursin's Klippa.

BANKS.—Bank of Finland, 8 Nicolaigatan, open 11.0. to 3.0., money exchange office open 10.0 to 3.0; Private Banks all open 10.0 to 3.30, Saturdays to 2 p.m.; Föreningsbanken, 36 Alexandersgatan; Nordiska Aktiebanken, 32 Unionsgatan; Wasa Bank, 12 S. Esplanadgatan; Nylands Bank, 15 N. Esplanadgatan; Privat Banken, 19 N. Esplanadgatan; Kansallispankki, 42 Alexandersgatan; Suomen Kauppapankki, 16 S. Esplanadgatan.

POST OFFICE, 6 Nicolaigatan.

Messengers can be had at the corner of Unionsgatan and the Market Square.

TELEGRAPH OFFICE, 9 N. Magasinsgatan.

BOOKSHOPS in N. Esplanadgatan, and Alexandersgatan.

Sporting articles can be obtained at STOCKMANN'S, 23 Unionsgatan; ONNI LINDEBÄCK, 30 Unionsgatan; HERMAN RENFORS, 4 Mikaelsgatan (specialities: fishing tackle, bait, etc.)

The principal SHOPS are situated in the North Esplanade and Alexandersgatan.

PHOTOGRAPHIC STORES: dark rooms, developing, printing.—Bogelund 25 N. Esplanadgatan; Nyblin, 16 Fabiansgatan.

**TOURIST OFFICE.**—The Finland Tourist Office, 21 N. Esplanadgatan, entrance through the arch, open from 10.0 to 6.0. The Finnish Tourist Society has its headquarters at the same address.

### **Principal Sights.**

The SENATE SQUARE, with its many public buildings is one of the finest sights of Helsingfors. Before reaching Helsingfors by steamer, the great Lutheran Church, NICOLAI KYRKAN, which forms one side of the Senate Square, is seen from a great distance, its dazzling whiteness looming against the sky. On leaving the harbour for the Senate Square you will find this church right in front of you; to the left the UNIVERSITY, and a little further up, the UNIVERSITY LIBRARY; to the right the SENATE HOUSE; and in the centre of the square the statue of ALEXANDER II. Crossing the square, you come to the corner of Nicolaigatan, where is the CENTRAL POST OFFICE. This street opens into another square, a small one, surrounded by the STÄNDERHUSET (the former House of the Diet), the STATSARKIV (the State Archives) and FINLAND'S BANK (the State Bank of Finland). THE HOUSE OF THE NOBILITY in Alexandersgatan, the RUSSIAN CATHEDRAL on Skatudden, the new FOUNTAIN by W. Wallgren, in the Market Square. THE FINNISH THEATRE and the ATHENÆUM, containing the PICTURE GALLERY of the Society of Arts, are situated on opposite sides of the RAILWAY SQUARE. The BOTANICAL GARDENS (entrance from Unionsgatan), the FIRE BRIGADE TOWER in Högbergsgatan, from which a splendid view of the town can be obtained, the statue of LÖNNROT in Andregatan, the POLYTECHNIC INSTITUTE in the Sandvik Square.

The entrance to the harbour of Helsingfors is renowned for its beauty. From a distance of several miles the rocky shores of Sveaborg and the church spires of Helsingfors are to be seen, and the nearer you approach, more distinctly the various views open out before you.

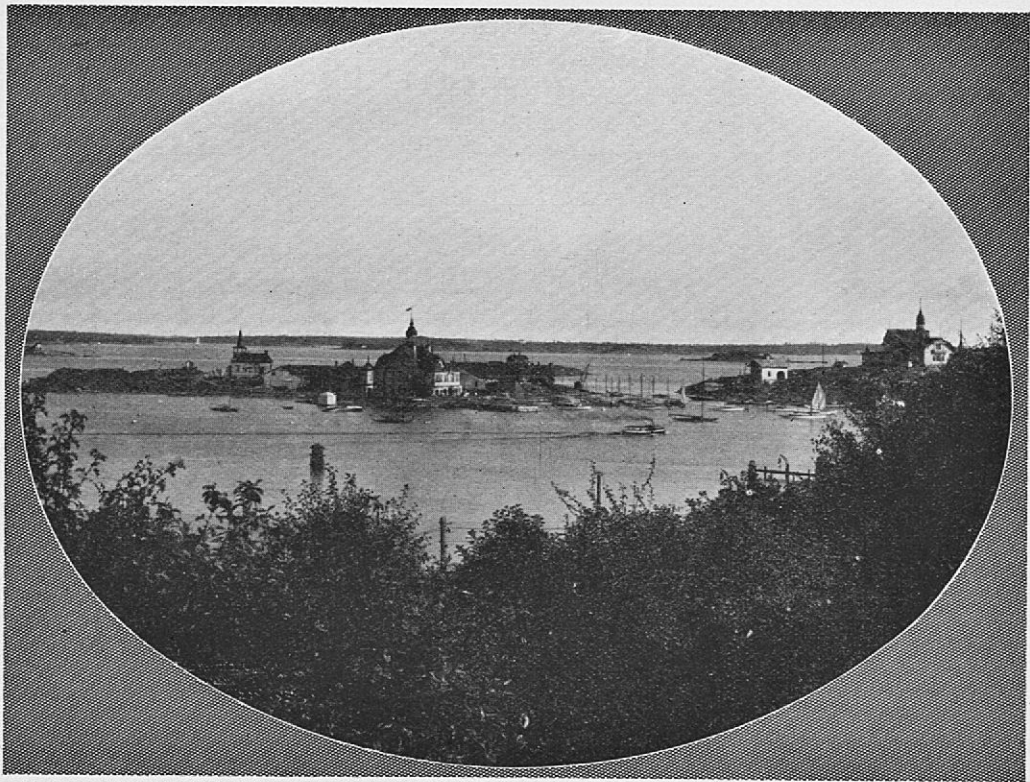
After passing the narrow Sound between the fortified islands of Sveaborg you see on the left the BRUNNSPARK—a shady park on the mainland which has numbers of villas dotting its shores. In the park is the Brunnspark Restaurant, where operettes are given in an open-air Theatre during the summer months. Opposite the Brunnspark, on an island in the harbour lies the restaurant "Klippan"; on the right

you see "Skatudden," a new part of the town with its many quaint streets and houses, representing the modern Finnish architecture. At the mouth of the harbour lies the NYLANDS YACHT CLUB with its pavilion, where numbers of yachts and motor boats lie anchored, presenting a striking and animated picture, and between the Brunnspark and the town is the OBSERVATORY HILL, with its beautifully kept lawns and shrubbery, and its extensive view over the sea and the town.



HELSINGFORS: ESPLANADE.

The Quay where the large steamers are berthed is quite near the Market Place, and stretches in a semi-circle from the Brunnspark to the point of Skatudden. On Sundays when the many small steamers, sailing boats and steam launches are moving about in every direction, the harbour presents a very animated scene.



YACHT CLUB, HELSINGFORS.



The so-called Esplanades run westward from the Market Place, and on either side of these lie the principal streets of Helsingfors, the North and South Esplanade Streets. The Esplanade is a beautiful promenade with green lawns, shady trees and beautiful flowers, with the restaurant "Kapellet" at one end and "Operakällaren" at the other. Free Concerts are given here daily by good Bands.

In the centre of the Esplanade stands the statue of Runeberg, and here the Finnish students often sing their national songs in honour of the poet who has best expressed the patriotic feelings of the nation.

Going eastward from the Market Place, we pass the RUSSIAN CATHEDRAL on our way to Skatudden. A fine view is obtained from the terrace round the church.

KAJSANIEMI is one of the prettiest parks of Helsingfors. In the cosy, old-fashioned restaurant on the shore of Tölö Bay the Students celebrate the 1st of May by giving an open-air concert to an audience of thousands of people. A bust of Fredrik Pacius, one of the pioneers of Finnish music, stands in the park.

### **Environs of Helsingfors.**

The situation and surroundings of Helsingfors are particularly attractive. In the neighbourhood of the town are several much frequented restaurants situated among most charming scenery. A visit should be paid to ALPHYDDAN, a picturesque spot on a hill in Djurgården, with many charming views. Here, too, the students sing on the 1st of May. The FÖLISÖ, an island park lying about a half-hour's trip by steamer (from Sandvik harbour) presents much the same kind of scenery, though more wooded. This park can also be reached by land, being connected with the mainland by a bridge. Of great interest is an open-air Museum consisting of an old 18th century Finnish farm, and a 17th century Finnish vapour bath, brought here from Konginkangas, and accurately re-erected.

Ten minutes by steamer from the North Harbour lies HÖGHOLMEN, a small island. Here is a small zoological garden which is greatly frequented by the Helsingfors people, especially on Sundays when national dances in national costumes take place. The island is wooded, and laid out as a park; beautiful views are obtained from it of Helsingfors and its harbours.

During the hot summer months, the inhabitants of Helsingfors move into the country, and in consequence of this the islands of DRUMSÖ (to the west) and DEGERÖ (to the east) are covered with villas, and both east and west of these places, rocky shores, shady groves, the mainland on one side, and the wide, boundless sea on the other, offer ideal situations for summer residences. Trips can be made to these places by small steamers, which leave the Norra-hamnen and Sandvikshamnen several times daily. A visit to BRÄNDÖ-VILLASTAD, which can be reached either by the above-mentioned steamers, or by electric tramways and steam ferry, is well worth making.

GRANKULLA, a colony of villas is situated half an hour's railway journey from Helsingfors. It has a high-class Sanatorium and a Hydropathic establishment.

## **Helsingfors to Borgå.**

A pleasant day trip can be made by steamer or rail to Borgå, the home of the poet Runeberg, and the artist Edelfelt. The journey by rail is uninteresting, while the trip by boat takes you through a lovely archipelago and is worth making on that account alone. The steamers "Borgå" and "Helsingfors" run daily. They start from the South Harbour near the Imperial Palace at 10.0 a.m. and 3.30 p.m. and leave Borgå at 7.0 a.m. and 4.30 p.m., the trip lasting four hours, each way. Meals can be had on board.

## **Borgå.**

About 5,500 inhabitants, and a Bishopric.

**Hotels.**—Societetshuset and Phoenix.

**Sights.**—The CATHEDRAL, probably built in 1414, in Gothic style. The picture above the Altar is a copy of Leonardo da Vinci's "Holy Communion" by Deserneau in 1846. The GYMNASIUM built about 1750, at present contains the offices of the Clerical Administration. A picture by Thelning representing the opening of the first Diet in Borgå Cathedral in 1809, and portraits of all the Borgå Bishops are to be seen here. This town played an historical part, being the place where the first Diet was held in 1809, when the Czar, Alexander I., gave back to the country its old privileges, and assured it of an

independent position united with the Russian Empire. This solemn act took place in the Cathedral.

**RUNEBERG'S HOME.**—The memory of the great Finnish national poet, is inseparably associated with Borgå. It was here he composed most of his beautiful poems (1837-1867). The State bought his home after his death and presented it to the town of Borgå. It can be visited any day between 11.0-2.0 and 3.0-4.0, Sundays 2.0-5.0; also at other times by special arrangement with the caretaker; entrance free. Runeberg's statue stands in the Esplanade.



BORGÅ.

The **TOWN HALL**, built 1768, contains the historical museum of Borgå (open Sundays 1.0 to 2.30 p.m., Wednesdays and Saturdays 11.0 to 1.0, entrance fee 25 penni; also at any other time by arrangement with the Keeper, entrance fee 50 penni). A fine view of the town is had from Näsesten. **BORGBACKEN**, also bought by the State, lying north-west of the town, is a beautifully situated ancient rampart. The whole place is covered with very old pine-trees.

The town consists of two very different parts, old and new Borgå. The narrow, crooked streets of the old town are very interesting.

## TOURS IN FINLAND.

---

The following Routes describe Tours in the most typical and interesting parts of Finland.

### Route No. 1.

HELSINGFORS—VIBORG—RÄTTIJÄRVI—IMATRA—  
VUOKSENNISKA—NYSLOTT—(PUNKAHARJU)—KUOPIO—  
KAJANA—(SOTKAMO)—VAALA—MUHOS—ULEÅBORG—  
TAMMERFORS—ÅBO—HANGÖ—HELSINGFORS.

---

### **Helsingfors to Viborg.**

The journey can be made either by steamer or rail. The railway journey is not interesting, but is recommended as saving considerable time. The night-trains from Helsingfors to Viborg—Petersburg have very comfortable sleeping cars attached, and Viborg is reached early in the morning. Sleeping compartments must be booked in advance at the Tourist Office, 21 N. Esplanadgatan.

If the journey from Helsingfors to Viborg is to be made by steamer, special enquiries must be made as to their times and days of departure.

These steamers start from the South Harbour. In ten minutes you pass Sveaborg, now a Russian fortress. Sail over Sibbofjord eastward towards the picturesque Pellinge Sound and then towards the Bay of Lovisa, where the ruins of Svartholm are passed.

**Lovisa** (about 3,000 inhabitants), a frequented bathing-place, offers a pretty view from the sea. The high KVARNÅSEN (Windmill Ridge) being specially prominent. The centre of life during the summer months, is the CASINO, with its surrounding parks and Hydropathic Establishment.

**Hotels.**—SOCIETETSHUSET; PENSIONAT MOSEBACKE.



From Lovisa the steamer continues through the beautiful archipelago of PYTTIS, constant glimpses of the open sea being obtained. To the south-east the outlines of HOGLAND are seen, a large beautiful island lying far out in the Gulf of Finland. Passing the ruins of old Russian batteries, KOTKA HARBOUR is reached.

**Kotka** (about 7,000 inhabitants), an important export town. The harbour presents a lively picture, as it is the chief harbour for Finland's export of timber; steamers and sailing vessels crowd the quays. A visit to one of the big saw-mills is of interest.

Leaving the harbour of Kotka, the steamer passes through the historical Svensksund. Here the Swedish fleet during the war of 1789-1790 won one of its greatest victories. Continuing in a north-easterly direction through the archipelago of Kymmene, Fredrikshamn is reached.

**Fredrikshamn** (about 3,000 inhabitants) is well known in the history of Finland. It was here that peace was concluded through which the political union between Sweden and Finland was dissolved in 1809.

From FREDRIKSHAMN to VIBORG the route takes you through the archipelago of Weckelaks and then eastward into the open sea where land is visible only on the north, then in a north-easterly direction till you reach TRÅNGSUND, the outer harbour of Viborg. Crossing the Bay of Viborg, a view of Viborg Castle is obtained.

## Viborg.

**Hotels.**—SOCIETETSHUSET in the Townhall Square; HOTEL BELVEDERE at Salakkalahti; HOTEL ANDREA, Kyrkogatan; RAUHA TEMPERANCE HOTEL.

**Restaurants.**—THE ESPLANADE PAVILION on the Esplanade; SVARTSTRÖM'S CAFÉ on the Parade.

POST OFFICE in Katrinegatan.

TELEGRAPH OFFICE in Torkelsgatan.

**BOOKSHOPS.**—Suomalainen Kirjakauppa, Torkelsgatan: Victor Hoiving; C. Oldenburg, Katrinegatan; J. C. Lagerspetz (also fishing tackle, etc.), on the Parade.

**PHOTOGRAPHIC ARTICLES.**—Thorvald Nyblin, 28 Katrinegatan; "Adam," 10 Alexandersgatan; "Posse," 25 Alexandersgatan.

**SPORTING ARTICLES.**—"Posse," 25 Alexandersgatan.

**BANKS.**—Suomen Kauppapankki, Torkelsgatan; Branches of the Bank of Finland and Kansallispankki in Torkelsgatan; Nordiska Aktiebanken in the Market Square, and Föreningsbanken in Torggatan.

Free information is given to Tourists at Suomalainen Kirjakauppa in Torkelsgatan, and at Victor Hoving's bookshop in Katrinegatan.

**Sights.**—The **ESPLANADE**; the **MUSEUM**, Townhall Square; the Monument of Tyrgils Knutsson; the **CASTLE** (no admission, see below); **PAPULA HILL** (Cab hire 50 penni); the park **MONREPOS** (Cab, 1·50 penni), open daily except Tuesdays and Fridays.



VIBORG CASTLE.

**VIBORG CASTLE** which for many years had been allowed to fall to ruin has lately been restored by the Russian Authorities. Above the castle walls is the tower of St. Olof; round the castle and its courtyard runs a rampart which rises straight from the surrounding waters. The castle was at the height of its importance in the fourteenth century. During that time it was held by many powerful men; Nils Christerson Wase, Carl Knutson Bonde, Erik Axelsson Tott, and Knut Posse. As the fortification of the town increased, the Castle lost its significance and was gradually neglected. About 1600, it is described as being in a ruined state.

**Viborg**, the residence of the District Governor and the seat of the High Court of Appeal, has about 52,000 inhabitants. The town is first mentioned about 1300, but it was in 1403 it received its privileges. Viborg has been the scene of bloody wars in the olden days. The importance of the place as a central point in the province of Carelia caused it to be fortified, and the walls which were built round it were probably begun about 1470. In 1710 the town was obliged after a brave defence to capitulate, and from that time it was the centre for the Russian administration of that part of Finland which had been ceded to Russia after the peace of Nystad. When this ("Old Finland") was restored to the Finnish State, Viborg became the residence of the Governor. After 1710 the intercourse with Russia increased. The town has a more or less cosmopolitan appearance, caused by the many foreigners there. Besides the Russian there is a very strong German element.

### **Viborg—Rättijärvi—Imatra.**

From Viborg the Falls of Imatra are reached in the quickest way by rail (3 hours) but the trip down the Saima Canal, through several interesting locks, is so picturesque that no one should neglect taking this delightful waterway. A river steamer leaves Viborg in the



SAIMA CANAL.

morning, passes Salakkalahti Harbour, the railway bridge, and enters the route which leads to the Saima Canal. Numerous villas fringe the banks of the bays and fjords here, and in about three-quarters of an hour **Lavola Lock**, where the canal begins, is reached. **Saima Canal** is the greatest artificial waterway in Finland, and was built in 1845-56 at a cost of over 12,000,000 Finnish marks (£480,000). The whole length is 37 miles, of which 20 miles have been excavated, the remaining 17 miles consisting of a chain of lakes. There are twenty-eight locks, and the difference in the height of the water at the highest lock in Saima and the lowest at Lavola is 279 feet. Passing through the narrow passage at Lavola the steamer arrives at the **Lake of Juustila**, and here many lovely views open out on both sides. On the right the beautiful **Height of Tinkamonsaari** rises, enclosed by its narrow bays with steep and rocky shores.

At Juustila the canal rises through three locks to a pretty little lake and then passes again through a long stretch of excavated canal with four locks to a larger lake; at the top of this lake a narrow cutting runs through a high, narrow granite ridge, with a high rocky shore on one side, and lovely woods and forests on the other. This part of the canal, called **Taipale**, is one of the loveliest parts of this charming waterway, and from here the **Lake of Rättijärvi** is soon reached; in the north corner there is a landing place, and also an Hotel and Restaurant. From Rättijärvi the Tourist proceeds by coach to Imatra, which is reached about 8 p.m.

**Hotels.**—GRAND HOTEL CASCADE IMATRA (rooms from mks. 4.40); TURIST-HOTELLET, about half a mile from the falls, near the railway station (rooms from 2 mk.); PENSION EGEBERG (room and board 8 mk. per day); PENSION KRIMINSKY, opposite the Hotel Cascade; SANATORIUM RAUHA (see page 21).

**BANK.**—Branch office of the Nordiska Aktiebanken on the way from the station to the falls.

## Imatra.

These famous falls, or more correctly rapids, are formed by the river Vuoksen, whose upper course breaks through a barring ridge, carrying with it the waters of the whole lake district of Saima. From hundreds of lakes and rivers the masses of water accumulate



in the Saima and with combined forces seek a way out. In the south-east corner of the lake they make a mighty assault on the ridge and rush victoriously, boiling and seething down the Vuoksenniska forming soon after the Tainionkoski and some smaller falls. The waves now seem to rest and flow peacefully enough between banks extending to 123 yards. Soon, however, the banks close in again, the dark primitive rocks seem inexorable, and pressed from both sides the water rises, the breakers towering over each other, and rush forward in a frenzied turmoil. The fall is not particularly high only sixty feet on a stretch of over half a mile, but it is no calm, smooth

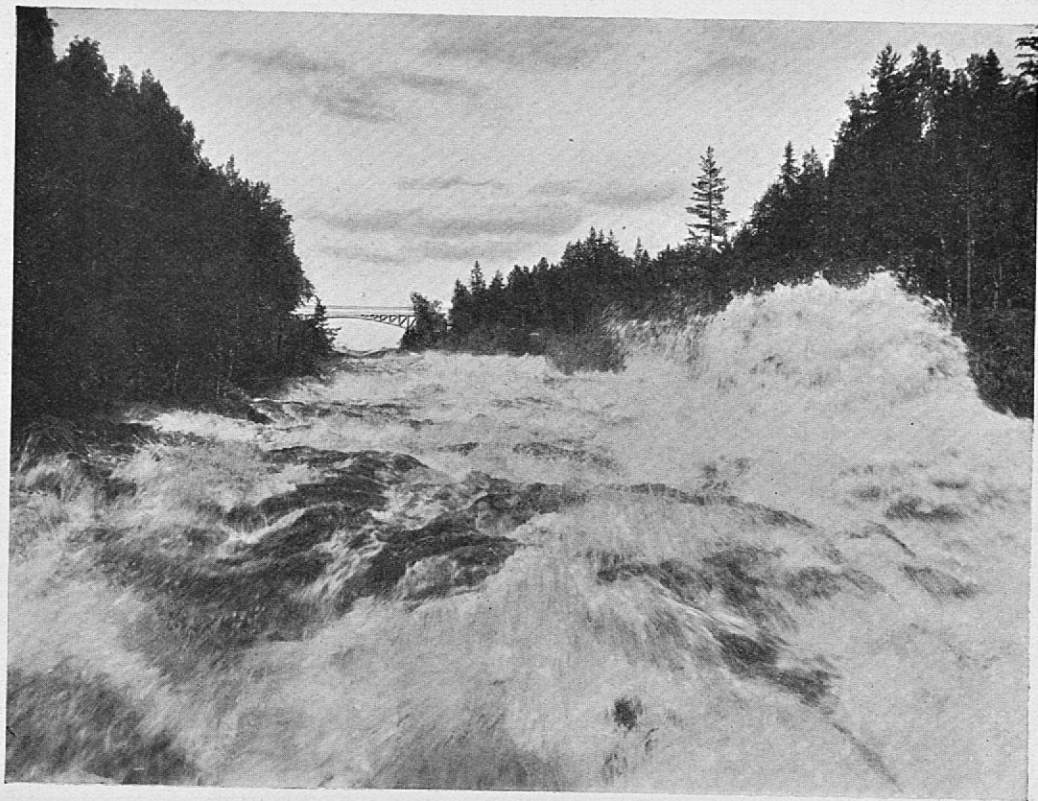


ABOVE THE FALLS, IMATRA.

wide wave which glides down a declivity, it is a mighty mass of water which is whipped up into white froth as it rushes down the rock and boulder-strewn river bed. The amount of water coming down in one second has been estimated at 108,365 gallons, and its power at 117,700 horse power. The banks are wooded; dark pines and firs, and birches with white bark, stand there in dream-like peace.

Three miles down the Vuoksen are the beautiful Wallinkoski Rapids, which, being of a different character to Imatra, are well worth visiting. A drive from Imatra, there and back, costs 4.50 mks.

Only three and a half miles from Imatra is the new "Air and water" health resort "**Rauha**" (Home of Peace). It has become very



IMATRA FALLS.

popular with Tourists, because of the lovely scenery of the neighbourhood and its proximity to Imatra. Well situated on the shores of Saima the old pension Rauha has now developed into a modern Hydropathic establishment, which will soon have accommodation for about 150 guests. Various kinds of hot and cold baths can be obtained as well as different outdoor sports (swimming, rowing, driving, tennis, motoring and fishing in the summer, skating, ski-ing [snow-shoeing], tobogganing, sleighing and reindeer-driving in winter). There is a good restaurant, and a motor-omnibus takes the guests to and from the railway station, the drive occupying a quarter of an hour.

## **Imatra—Nyslott.**

### *(a) By steamer.*

In the afternoon a train leaves Imatra station for Vuoksenniska which is reached in ten minutes, where the boat for **Nyslott** is waiting. The sail in the light summer night sometimes over wide stretches of mirror-like water, sometimes so near the shores of some island that the cuckoo and the thrush are heard from the steamer, is one not to be easily forgotten. In four or five hours the beautiful **Puumala Sound** is reached where the course of the steamer winds in and out among rocky shores and narrow passages. Nyslott is reached in the early morning.

### *(b) By rail.*

The Tourist who values his night's rest, which is certainly often interrupted on the steamer in consequence of the frequent landing at different places, must take train for Nyslott. There are two changes, at ANTREA and ELISENVAARA. The early morning train from Imatra has a direct connection for Elisenvaara. When going by the afternoon train the two hours long wait can be occupied by a walk across the bridge close to the railway station in order to view the wide Vuoksen. The railway runs through a region full of lakes, one of the most beautiful in the country. One hour before Nyslott the train passes Punkaharju (see below). The Tourist might stop here and continue the following day by steamer to Nyslott, which is reached in two hours.

## Nyslott.

Nyslott (about 3,700 inhabitants), a charming little town which has grown up under the protection of the ancient **Castle of Olofsborg**. Now, however, the castle represents nothing but a picturesque memorial of bygone days, and on account of its splendid situation is well worth a visit. The town is one of Finland's principal summer resorts and has a thoroughly up-to-date modern BATHING ESTABLISHMENT AND CASINO.

**Hotels.**—TURIST-HOTEL, SOCIETETSHUSET.

All information obtained at the bookshop in the Turist-hotel.



OLOFSBORG CASTLE, NYSLOTT.

**Sights.**—The Castle of St. Olof dates from the time of the Middle Ages. It is built on an island at a short distance from the town, amid a labyrinth of islands, bays, narrow sounds, and forest-covered mainland which form an enchanting background to the old castle, which like a veteran has withstood the storms of ages, and now reminds us of the bloody feuds of bygone times. Opposite the castle a bell has been fixed at the ferry and on a summons by it the Keeper of the castle rows across to fetch visitors and show them over. The St. Olof's Castle is famous in Finnish history. It was founded in 1475 by

Erik Axelsson Tott. As the years passed it underwent many changes, often withstanding successfully the attacks of the Russians. In 1714 it was taken by them but the Peace of Nystad in 1721 restored it to Sweden. In 1742 the castle was again taken by the Russians, and remained theirs, falling gradually into decay. After the Peace of Wäralä, 1790, it was restored. In 1847 the garrison was withdrawn, and in 1855 it was turned into a prison, but remained so only for four years. Fires ravaged it in 1868 and 1869, but it was again restored in 1870.

**Guide through the Castle.**—The boat lands at the chief entrance. Passing through some dimly lighted vaults you enter into the smaller courtyard. In the north-west corner stands the Bell Tower; in the north-east corner the Church Tower. On the lower floor of the Church Tower there is a fairly well-preserved fireplace with the coat-of-arms of the Sture and Tott families. The Church apartments lying on the east side of the courtyard are the most interesting. The rooms which formerly belonged to the Commander of the Castle are now used as a **Museum**. A two-storied building leading from the church apartments towards the great courtyard contains the so-called "**Messlöf Hall**," in the upper storey, and in the lower the "**Kvarnhus**" (the grinding mill), from which a door leads to a



PUNKAHARJU.



dark dungeon, the so-called "**Hell-hole.**" From the smaller courtyard a passage leads under the church apartments into the great courtyard, in the north-east corner of which stands the "**Kiltower**" (so called after the Governor Niels Kijl). From every one of the fourteen loopholes in the Kiltower a most beautiful panoramic view can be obtained. Passing through a dark vaulted passage, the great courtyard is left for the outer courtyard, where the two bastions "**Lillport**" and "**Wasserport**" stand guard.

From Nyslott a steamer sails three times daily for **Punkaharju**, a pearl of lake views, the passage occupying two hours. By train it is reached in an hour. Here a simple but good hotel has been established at the expense of the Finnish State. **Punkaharju** is a high narrow ridge, four miles long but so narrow that from the drive which runs along the top of the ridge, a stone can be thrown into the clear waters which lap its steep pine-covered shores. Lovely views of the islands which thickly dot the surrounding lakes are to be seen on both sides of the ridge.

### **Nyslott—Taipale—Kuopio.** (10 to 12 hours.)

From Nyslott the steamer passes the castle and crosses a succession of long lakes. From Jorois pier it is an hour's journey to **Taipale Canal** where you pass through two locks, and then enter **Unnukavesi Lake**. While the steamer is in the locks, passengers can take a walk on shore. (Telegrams per telephone can be sent from the house of the canal inspector, via Varkaus Telegraph Station.)

After half an hour's further steaming through beautiful scenery the boat arrives at Konnus Canal, and passes through a lock at **Kalavesi**. After three hours' journey from Leppävirta you see in the distance the outlines of **Puijo Hill** and the church spire of Kuopio.

The waterway across the **Heinävesi** offers still more beautiful scenery. The steamers "**Leppävirta**" and "**Heinävesi**" leave Nyslott between 1.0 and 2.0 p.m., and reach **Kuopio** at 8.0 in the morning. Larger steamers which come from Wiborg and St. Petersburg, pass Nyslott in the early morning and reach Kuopio via Leppävirta in the evening.

## Kuopio.

About 16,000 inhabitants.

**Hotels.**—SEURAHUONE; "KALLA" (Boarding House).

**Restaurants.**—PERÄNIEMI, and HUVILA in Väinölänniemi.

**BOOKSHOP.**—Savolan Kirjakauppa.

**BATHS,** at Väinölänniemi (also Swimming Baths).

**TELEGRAPH OFFICE,** near the Pump Square.

**POST OFFICE,** near the Church.

**BANKS.**—Branches of different private banks and the Bank of Finland.

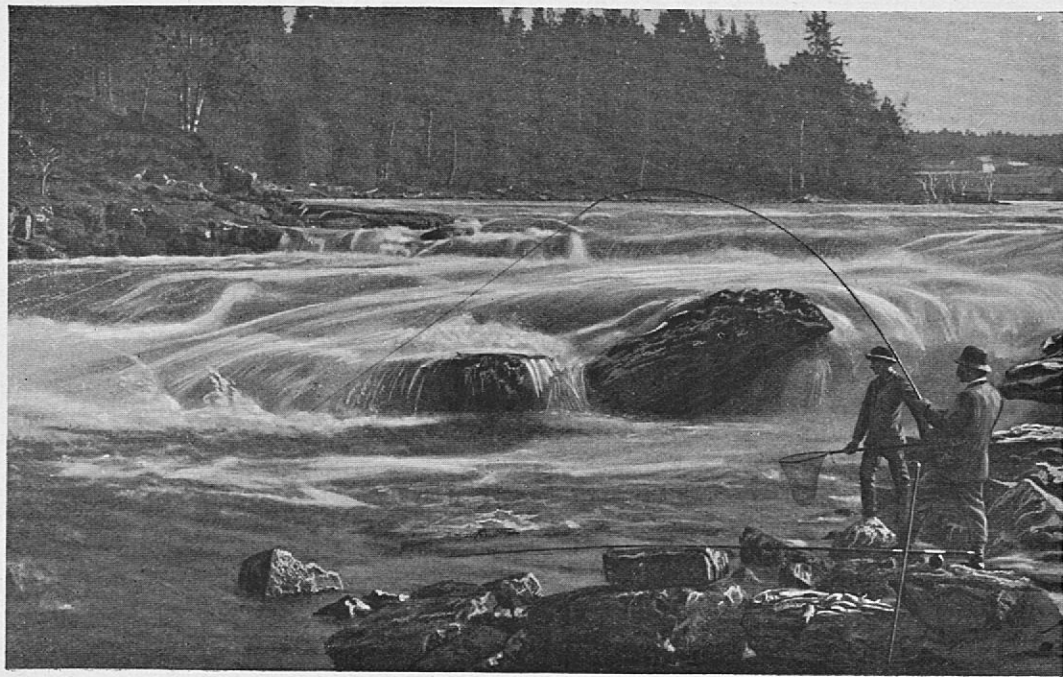
**Kuopio** is a good starting point for numerous excursions. There is a good steamer service and the scenery is lovely. The Tourist is recommended to visit **Väinölänniemi Park** and the **Puijo Hill**, 750 feet above sea-level. It is reached by carriage (2 marks) or on foot. Here in the heart of Finland one will really learn to know "The Land of a Thousand Lakes." From Puijo Hill, forest and lake in constant variation will be seen far in the blue distance. Thousands of clear lakes gleam out of the dark forests, and thousands of green islands are mirrored in the blue waters. The best time for seeing the view is just before sunset.

Among the excursions recommended is that to **Strömsdahl** (Juankoski) ironworks and paper mill. The owner, Baron von Alftan takes a keen interest in promoting the Tourist traffic of his country. Fine grounds with tennis courts are thrown open to Tourists, motor-boats for excursions can be hired at a moderate price and a Tourist Hotel offers board and lodging. The steamer leaves Kuopio at 2.30 p.m., and returns on the following morning. The traffic between the pier at Karjalankoski and Strömsdahl is kept up by a railway.

## Kuopio—Kajana.

A few minutes after leaving Kuopio by rail, the train enters upon a long stretch of stone embankment built right across the centre of **Kallavesi Bay** over 1,450 yards in length, and crossing several small islands joined together by bridges, reaches the little town of Iisalmi.

From Iisalmi the journey is continued by rail to Kajana.



FISHING AT KAJANA,

## Kajana.

**Hotel.**—TURIST-HOTELLET (in Finnish "Malkailij a Hoteli"), owned by the Finska Ångfartygs Aktiebolaget (Finnish Steamship Co., Ltd.).

**Kajana** is a little town of about 2,500 inhabitants, but the beauty of its situation, on the shores of two mighty waterfalls, with the ruins of an old castle standing between the falls **Ämmäkoski** and **Koivukoski**, is most fascinating, and it is the ideal spot in Finland for sportsmen. The old castle of Kajana was built in 1607—but only the lower portions of its thick walls remain. During the great war with Russia in 1716 it was destroyed by the Russians.

From Kajana excursions can be made to SOTKAMO, noted for its wild and primitive scenery, and to VUOKATI, an interesting ridge. A lovely view of the landscape is obtained from PÖLLYVAARA three-quarters of a mile from the town. The key of the Wooden Tower is kept at the Hotel. Karolinenburg on the northern shore, and Kygnäspäänniemi are also worth a visit.

The numerous rapids and streams in the neighbourhood of Kajana offer the sportsman good opportunities for angling. Particulars given, and fishing tackle sold by Mr. Herman Renfors. (See chapter: Sport in Finland).

## Helsingfors—Kajana.

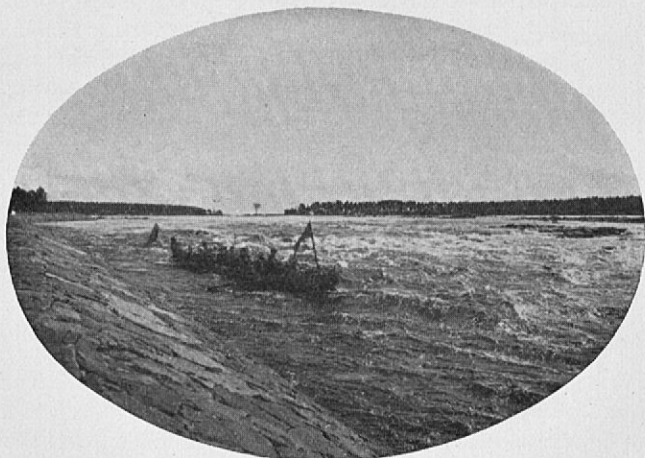
The journey by rail from Helsingfors to Kajana takes 22 hours. Leaving Helsingfors by the evening train one arrives at Kajana the following afternoon. The price of a 2nd class single ticket is about 24 marks (19/-). Sleeping cars are attached to the evening trains. Meals are obtained at the stations en route.

## Kajana—Vaala—Uleåborg.

A steamer leaves Kajana every morning for Vaala, a small port at the point of Uleå Lake where the Uleå River takes its rise. The journey lasts four or five hours. Vaala is renowned for SALMON, SEA-TROUT, and GRAYLING FISHING.

**Vaala** is an important place in the life of the inhabitants of the district north and east of the long Uleå Lake. The making of tar has

for ages been their chief means of existence, and in the spring the tar-barrels are brought from far and near to Vaala, to await their turn to be taken down the long stretch of rapids of the Uleå river to the coast, in long narrow boats built for the purpose. Six times in the week, about 1 o'clock p.m., **BOATS FOR PASSENGERS**, belonging to the Tourist Society leave Vaala, to go down the river. A licensed pilot seizes the steering oar, and you commence the seemingly adventurous journey down the rapids. After a few moments rowing, the current seizes the boat and down you shoot now into the whirling waters, passing close to the threatening rocks. Every moment it seems that the fragile craft must be shattered to pieces, but the pilot calculates



SHOOTING THE RAPIDS, ULEÅ RIVER.

each turn of his oar with perfect ease and security, and after a few moments of intense excitement, you gain smooth water, where rowing is possible, till the boat is seized by the next rapids. This experience is repeated again and again till you begin to feel more at home, and when finally reaching the last rapids, the Pyhäkoski (the Sacred Rapids, 12 miles in length), the whirling cruise will prove to be a thrilling pleasure. In the evening at MUHOS, after having spent a day close to primitive nature, the Tourist changes from the rowing boat to the steamer for Uleåborg.



Sometimes the journey from Vaala to Muhos cannot be made in one day. In that case the night must be spent at the inn at Muhos and the journey continued the following morning by steamer to Uleåborg (2 hours). Carriages from the landing place to the town 75 penni.

## Uleåborg.

20,000 inhabitants.

**Hotel.**—SOCIETETSHUSET.

POST OFFICE in Kyrkogatan.

TELEGRAPH OFFICE, opposite the Cathedral.

BOOKSHOPS.—Oskar Jalander near the Societetshuset; Bergdahl in Kyrkogatan.

Situated at the mouth of the Uleå river, the town is a lively shipping and business centre, the chief articles for export being timber and tar. An interesting walk can be taken over the bridges and the Frihets Islands, where from the third bridge you get a fine view over MERIKOSKI FALL, with the railway bridge in the background. A visit can be paid to the SALMON PENS which are drawn every morning and evening, and to the TAR DEPÔT (steamer 20 penni every half-hour) at Toppila Sound. A trip can also be made to the RESTAURANT RAATTI.

## The Midnight Sun.

The Tourist who wishes to see the Midnight Sun proceeds from Uleåborg by rail to TORNEÅ (4 hours), a small town on the Swedish frontier, and proceeds from there by carriage (45 miles) to the hill AAVASAKSA, which is the most southerly point from where the Midnight Sun can be seen. Another route is to go by rail as far as ROVANIEMI and ascend OUNASVAARA hill from whence for a fortnight (about 16th to 28th June) the Midnight Sun can be observed.

The tourist who wishes to connect his journey to Finland with a trip to **Scandinavia**, can take train from Uleåborg northwards to Torneå (four hours) from whence the boundary line is crossed between Finland and Sweden. From here by steamer and rail, the highly interesting Swedish-Norwegian line, **Boden—Gellivare—Narvik** can be reached.

## Tammerfors.

45,000 inhabitants.

**Hotels.**—HOTEL CENTRAL, Tavastgatan; STADSHOTELLET, Köpmangatan; SOCIETETSHUSET, Österlånggatan; HOSPICE EMMAUS, near the railway station.

SUMMER RESTAURANT.—Rosendahl.

BATHS in Tavastgatan.

BANKS.—Branch offices of all the large banks, also Tamperenpankki, all in Köpmangatan.

POST OFFICE in Tavastgatan.

TELEGRAPH OFFICE, 5 Bomullsspinnerigatan.

The town is situated on both sides of Tammerkoski Falls between the lakes Näsijärvi and Pyhäjärvi. It is the waterfall between these two lakes which has made Tammerfors the chief factory town of Finland (Finland's Manchester as it is called). The town received its privileges in 1779 but it grew first into importance after a visit paid there by Tzar Alexander I. in 1819, for in 1821 Tammerfors was made a free city and its development soon made great strides.

**Sights.**—The Tourist should pay a visit to one of the big factories. Permission can be obtained at the respective offices. The cotton spinning and weaving mills lie on the western shore of the upper fall. On the opposite shore lie the linen mill and its iron foundry and locomotive works. Below these establishments on the west side lies "Frenckell's Paper Mill," the oldest in the country. On



TAMMERFORS.

the opposite shore is a mill, an electric plant and the waterworks. At the lower fall there is a woollen mill, dye-works, asphalt works, two woollen spinning mills, and a rolling mill. Among other sights may be mentioned Mr. Nottbeck's so-called English Park—where a beautiful view of the Upper Rapid is to be had. Permission to visit the park is given at the office of the Bomulls spinning mill, opposite the park. The new Finnish church of St. John is worth a visit. It is built of granite, on the plans made by the young architect, L. Sonck, and is decorated by the artists, Simberg and Enckell. A good road takes you from the centre of the town to the top of **Pyynikki Ridge**, a beautiful pine-covered high ridge overlooking the lake of Pyynikki, from which spot a lovely view is obtained over the two lakes and the town rapids lying between them.

Not far from Tammerfors is **Kangasala**, a village easily reached by rail (30 minutes). An omnibus runs between the railway station and the Turist-hotel, an establishment worthy of recommendation. The high, wooded ridges offer fine views of the neighbourhood with its endless forests interrupted by blue and silvery streaks of water, pale, golden fields, cottages and villages.

A walk from the village (1½ miles) to Kejsaråsen and further (1 mile) across the bridge over the Kaivanto canal up the Vehoniemi ridge is strongly recommended.

Twice a week a steamer leaves Kaivanto in the early morning for Tavastehus. The railway journey between Tammerfors and Tavastehus occupies 2 hours.

## Tavastehus.

6,000 inhabitants.

**Hotels.**—STADSHOTELLET; TEATERHOTELLET.

**Restaurant.**—In the Town Park.

The town has an old castle, KRONOBORG, now used as a prison. A park is laid out behind the castle. On the opposite shore is KARLBERG, an estate belonging to Colonel Hugo Standertskjöld who has transformed the Aulango height into a beautiful park. From a nine-storied granite tower a splendid view of the neighbourhood is obtained (return cab-fare 4.50 Fmks.)

**Tavastehus to Helsingfors.**—Three hours by rail.

## Åbo.

50,000 inhabitants.

**Hotels.**—HAMBURGER BÖRS, 6 Köpmansgatan; PHŒNIX, in the Market Place; JÄRNVÄGSHOTELLET, near the railway station.

**Boarding House.**—"SAIMA," 15 Eriksgatan.

**Restaurants.**—"SAMPPALINNA," on the riverside near the new bridge; "RESTAURANT OBSERVATORIIBACKEN," near the old observatory; "LILLA BOCKEN," on an island (15 minutes by steamer, 50 p).

**Café.**—LEHTINEN, 2 Nylandsgatan.

**BATHS.**—"Thermae," opposite Hotel Phœnix. Swimming baths at Runsala.

POST OFFICE, in the Market Square.

TELEGRAPH OFFICE, 25 Ryska Kyrkogatan.

**BANKS.**—Åbo Aktiebank, 3 Auragatan; branches of Föreningsbanken, 10 Slottsgatan; Nordiska Aktiebanken, 13 Slottsgatan; Kansallis Osakepankki, 8 Eriksgatan.

**BOOKSHOPS.**—Frenckell's, 11 Slottsgatan; Edgren's in the Market Place.

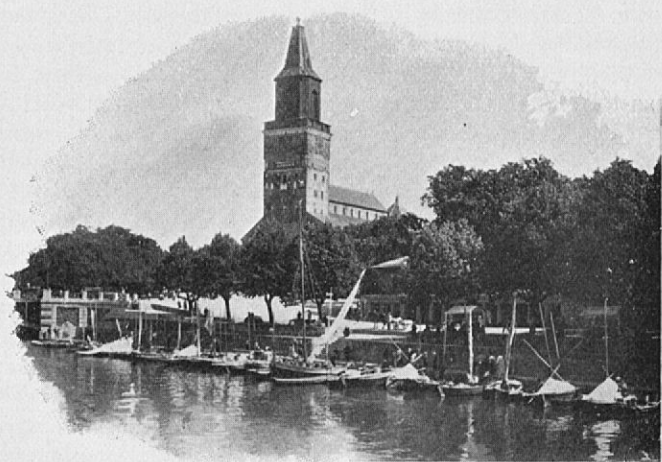
**PHOTOGRAPHIC STORES.**—Åbo Fotografiska Magasin, 22 Ryska Kyrkogatan.

**TRAVELLING OFFICE.**—Bore's office, also agents for the Finnish Tourist Society, 37 Slottsgatan.

**Sights.**—The THEATRE, the RUSSIAN CHURCH, and HOTEL PHŒNIX are grouped round the Market Square. The MUSEUM OF ARTS is also quite close. On the opposite shore lies the SAMPPALINNA HILL and from Vårdberget a splendid view is obtained of the town nestling between the two shores of the Aura river with rising acclivities on both sides, and a broad island-studded channel in front, while over all dominates the tower of its quaint and ancient CATHEDRAL, one of the oldest in Finland. About the Cathedral Square are several large buildings—The HIGH COURT OF APPEAL, the RESIDENCE OF THE GOVERNOR, and the ECCLESIASTICAL OFFICES.

Going in an easterly direction along Nylandsgatan, KUPPIS PARK is reached, where is the WELL OF ST. HENRICH. Here tradition tells us Bishop Henrich baptised the Finns who were first converted to Christianity. In the south-western part of the town lies ÅBO CASTLE.

The Cathedral is mentioned first in 1258, was consecrated in 1300 and called the church of St. Henrich after Finland's patron saint, Bishop Henrich, whose remains were brought in a silver casket from his grave in Nousis Church to the Cathedral. In the Chancel is an altar painting by Westin. Of the seven chapels of the cathedral, four have been restored, those belonging to the families of Tott, Stålhandske and Tavast, and that belonging to the Kankas Estate. The Tott chapel contains the remains of Åke Tott (1640), Sigrid Wasa (the daughter of Erik XIV., 1633) and Lorenz Creutz, governor (1698). The remains of



ÅBO CATHEDRAL.

St. Henrich were kept in the chancel until they were carried away by the Russians in 1720. In the Stålhandske chapel lie the remains of Torsten Stålhandske (1644). In the Tavast chapel lie the remains of Magnus Olai Tavast (1452), Olaus Tavast (1460), Magnus Stjernkors (1500), and Martin Skytte (1550). The Kankas chapel contains the sarcophagus of Karin Mänsdotter, the remains of Jöns Kurck (1652), and Evert Gustafson Horn (1687). Outside the church is the grave of Porthan.



**Åbo Castle.** The so-called OLD CASTLE is built round a courtyard, with towers on the east and west sides. On the southern and northern sides, there are two wing-buildings. The Church Stair was built in 1550. The inner castle is only partly accessible. Each of the towers has six storeys. In one of the storeys of the eastern tower there is a prison room opening into a gloomy dungeon. The wing-buildings contain the old Castle Church.

From the corridor situated between the church and the chief staircase, a long narrow stair takes you to the so-called BIRD TOWER which is connected with a room in the lower storey of the HOLE TOWER, the torture chamber for "incorrigible criminals." Beside the old church lies the NUN'S CHAPEL. Above both churches is the big KING'S HALL. On the left of this the DUCHESS HALL. Below this DUKE JOHAN'S HALL, which you reach through the NUN'S WALK. The NEW CASTLE forms an outer courtyard to the old castle. In the north wing are the rooms of Pehr Brahe. The new castle was used for years as a prison, but this was removed in 1890, and now the rooms are occupied by the **Historical Museum of Åbo**, which is well worth a visit, containing a number of notable articles, interesting old furniture, etc., etc., illustrative of the history of Åbo and the culture of Finland in general in those early days.

Åbo castle was probably built during the time of the Folkungar and is about as old as the castles of Viborg and Tavastehus. The court of Duke Johan in Åbo was at that time one of the most brilliant courts of the Swedish Kingdom. The gayest fêtes were celebrated there, but this splendour did not last long. In 1563 King Erik XIV. sent an army to subdue his brother, and the castle capitulated. When King Erik in his turn was taken prisoner, he also was detained in Åbo castle (1569-1571). Duke Karl seized the place several times. Pehr Brahe resided here in the seventeenth century. During the long wars with Russia, the castle was more than once seized by them and used as a prison for their prisoners of war.

Tourists are recommended to make the following short steamer trips from Åbo:—

To **Nådendal** (seaside and bathing resort), one-and-a-half-hours' trip. Return ticket 2 marks.

To **Runsala**.—Steamers every half hour, calling at a beautifully situated restaurant, "Lilla Bocken." Return ticket 1 mark.

The steamers for both these places sail from Vestra Strandgatan.

## Åbo—Hangö—Helsingfors.

NOTE:—Tourists who do not desire to return to Helsingfors, can sail from Åbo to Stockholm, or Åbo—Hangö—Copenhagen—Hull.

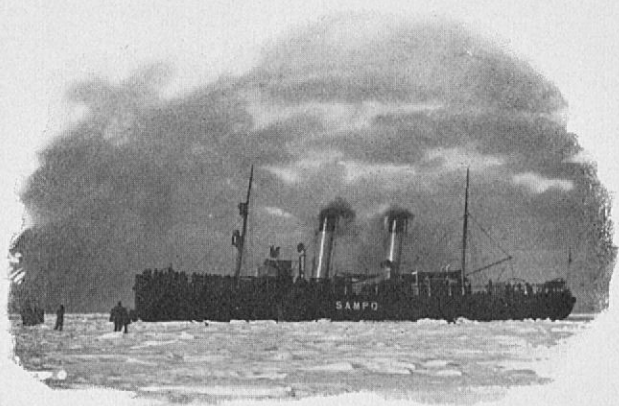
From Åbo the Tourist proceeds to Hangö either by rail or by steamer. The route through the ARCHIPELAGO OF PARGAS and NAGU is most charming. The journey by train is however much quicker. Passengers by rail for Hangö change at KARIS (restaurant). An hour before Hangö is reached the train passes the little idyllic town EKENÄS.

## Hangö.

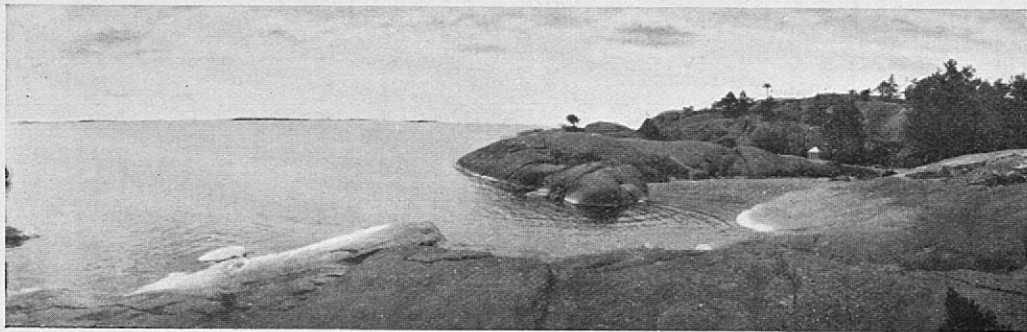
7,500 inhabitants.

**Hotels.**—GRAND HOTEL; SOCIETETSHUSET; BELLEVUE.

Situated on the extreme southerly point of the Finnish mainland, Hangö has during the last few years gained in importance as an export harbour. The shipping goes on here during the coldest time of the year owing to the powerful icebreakers which keep the port open, and assist steamers in and out of the harbour. The fine harbour and pier are worth inspecting.



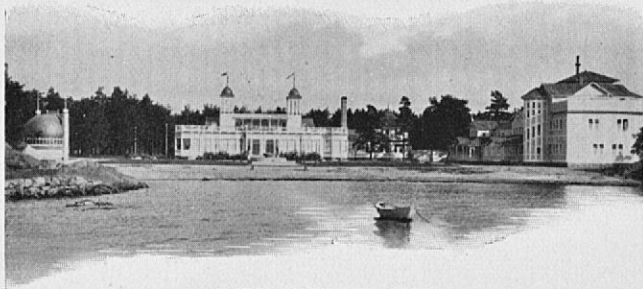
GOVERNMENT ICEBREAKER, "SAMPO."



VIEW FROM HANGÖ.

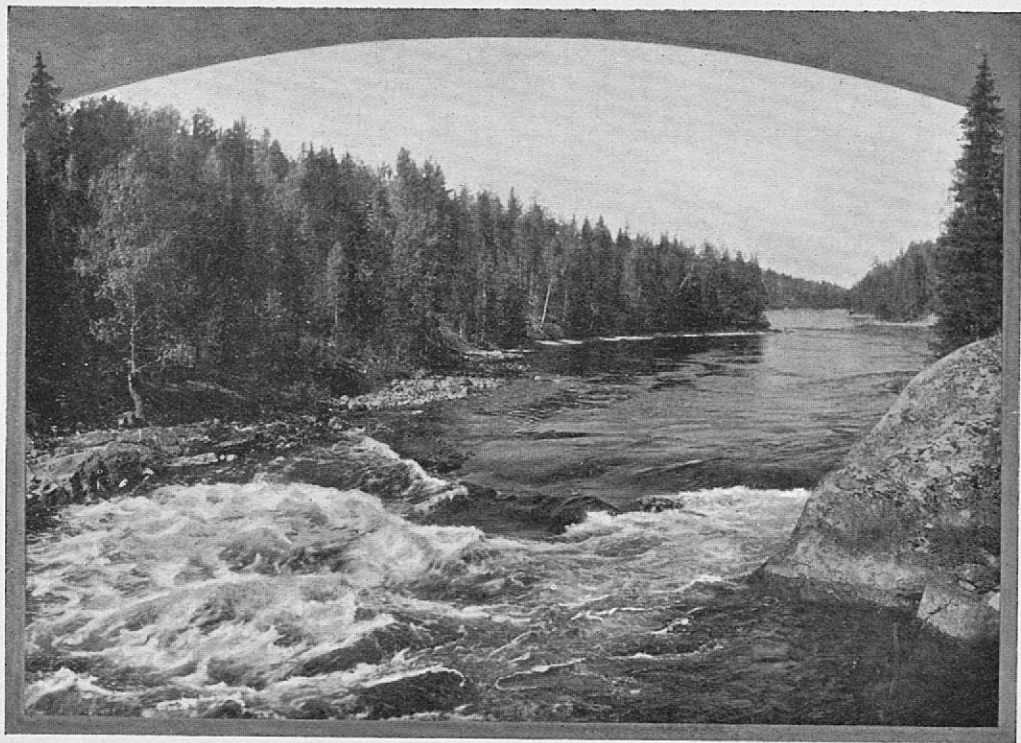
Hangö is also the most fashionable bathing resort of the country. The Hydropathic Establishment is quite up-to-date, and the CASINO with its large rooms is well situated on the long beach which runs round a little bay. Fine rocks break the monotony and in the background there is a large park with villas.

The railway journey from Hangö to Helsingfors occupies some four hours, but the Tourist is recommended to proceed by one of the Stockholm steamers, which call at Hangö on their way to Helsingfors. These steamers only take six hours, whereas, the small coasting steamers require a day and sometimes more.



HANGO CASINO AND HYDRO.





MANKALA RAPIDS.



## Route No. 2.

HELSINGFORS—HEINOLA—MANKALA RAPIDS—WILLMAN-  
STRAND—NYSLOTT—JAAKIMA—WALAMO—  
SORDAVALA (OR JAAKIMA)—IMATRA—  
HELSINGFORS.

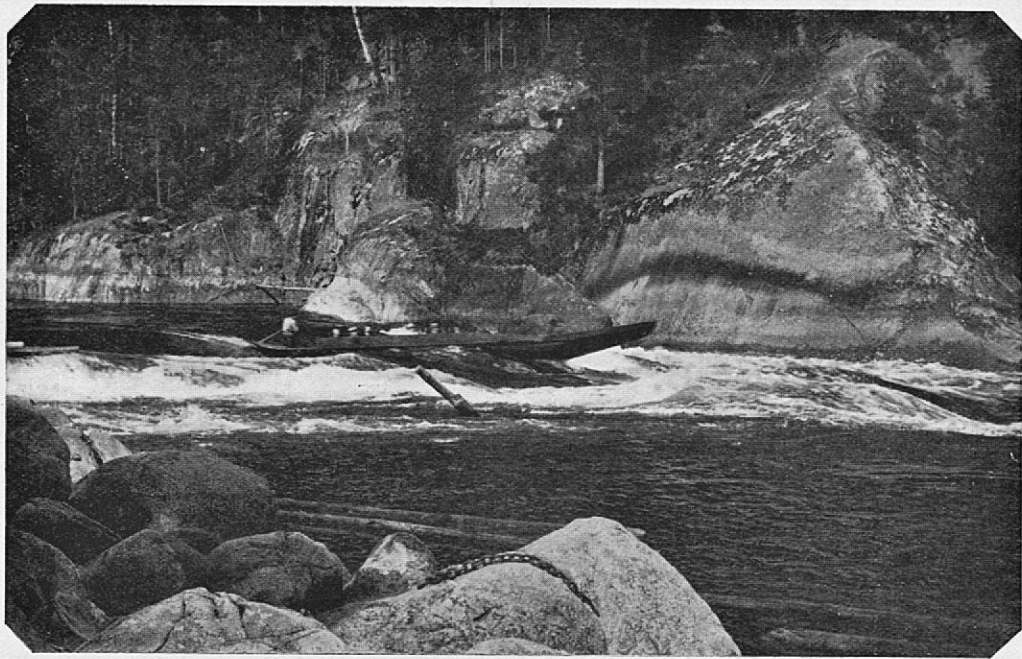
---

The tourist who visits Finland and wishes to experience the thrilling sensation of shooting the rapids, and yet has not time to make the journey up to the North of Finland, has now the opportunity of this exciting experience by taking the new route, via Heinola, down the **Mankala Rapids** in Kymmene.

About 10.0 a.m. a train leaves Helsingfors for Lahtis, which is reached in four hours. After changing to a local train the Tourist arrives in ten minutes at Vesijärvi, the steamer "Heinola" leaving



MANKALA RAPIDS.



SHOOTING THE MANKALA RAPIDS.

there immediately after the arrival of the train. After a journey of 15½ miles the steamer reaches **Vesijärvi Canal** which connects the lake Vesijärvi with the lake Päijänne. The steamer at first steers out on the Päijänne but turns soon into another canal, the **Kalkis**, after passing which, it continues along a wide river which discharges into the lake Ruotsalainen. On the opposite side of Ruotsalainen, where the Jyränkö stream connects it with Konnivesi, the little town HEINOLA is situated. The night is spent here.

## Heinola.

1,700 inhabitants.

**Hotel.**—SOCIETETSHUSET.

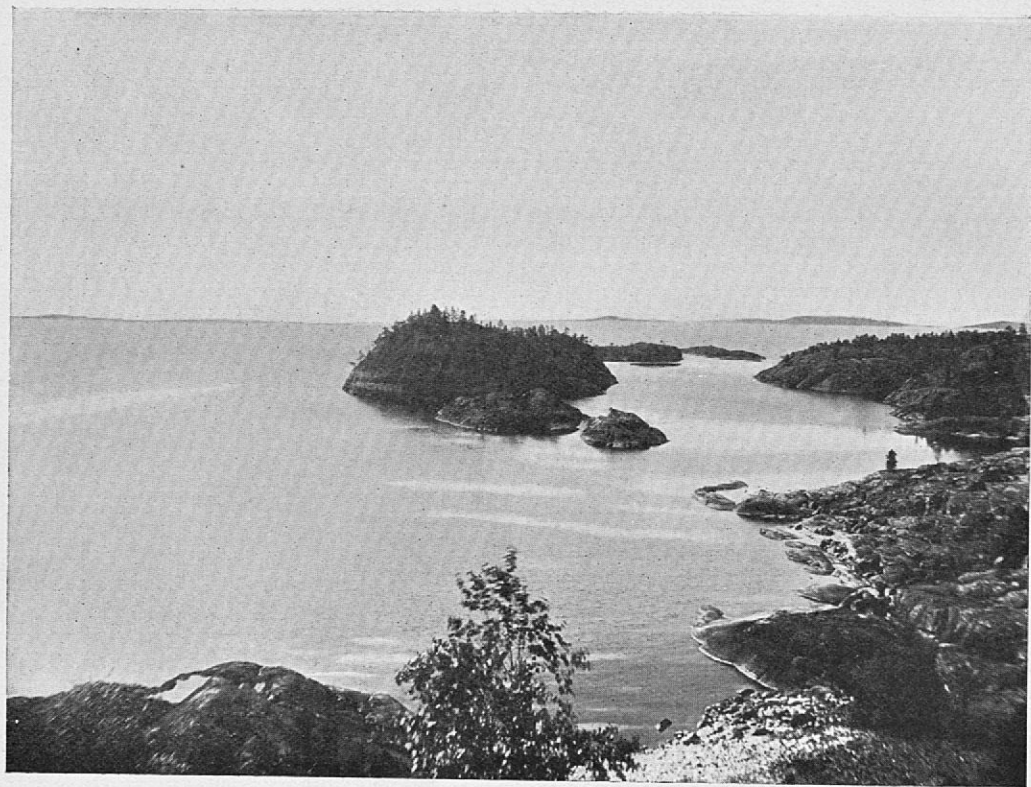
Heinola is a favourite bathing resort owing to its sheltered position and dry climate.

At 7 o'clock in the morning the Tourist Society's motor boat leaves Heinola for Vuolenkoski which is reached in an hour's time. Here the passengers change into a rowing boat and descend the first rapid.

Another hour in a motor boat follows, until the **Mankala Rapids** are reached. After refreshments the Tourists take their seats in the long narrow rapid-boat and the adventure begins. The water that only a day ago seemed so calm and smooth in Vesijärvi now looks almost uncanny. The banks become gradually steeper, and a light white froth covers the surface of the waves. A deep boom tells us that we are approaching Tolppakoski. For an instant it seems foolhardy to throw one's-self into unnecessary danger, but a glance at the pilot who stands calm and secure leaning on his long oar, convinces us that the man knows his business, and we are carried away by the enchantment of the rushing speed. The powerful Vähä-Käyrä and Iso Käyrä where the waves seem to menace the little craft are passed, and in a few minutes the boat glides into calm waters. After an hour's rowing the Hannula farm is reached, and here the Tourists disembark and proceed on foot to Siddikkala Station, 1 mile.

Tickets for this boat tour can be bought at the following places:—The Tourist Society in Helsingfors, 21 N. Esplanad.; Kommunalrådet N. Helander's office in Heinola; and at Koskenniska, from the pilot, after the steamer's arrival there.

The tickets cost 8 marks each.



LAKE LADOGA.

As the boat accommodates only a limited number of passengers (12), tourists are advised to present their tickets at the office of Kommunalrådet N. Helander, where they will be stamped, and places in the boat reserved in turn.

Between 2.0 and 3.0 p.m. a train leaves Siddikkala for Willmanstrand, which is reached at 7.30 (change at Simola).

In the early morning the steamer "Savonlinna" leaves Willmanstrand for Nyslott (see page 22) which is reached at 12.30 p.m. The night can be spent on board the steamer.

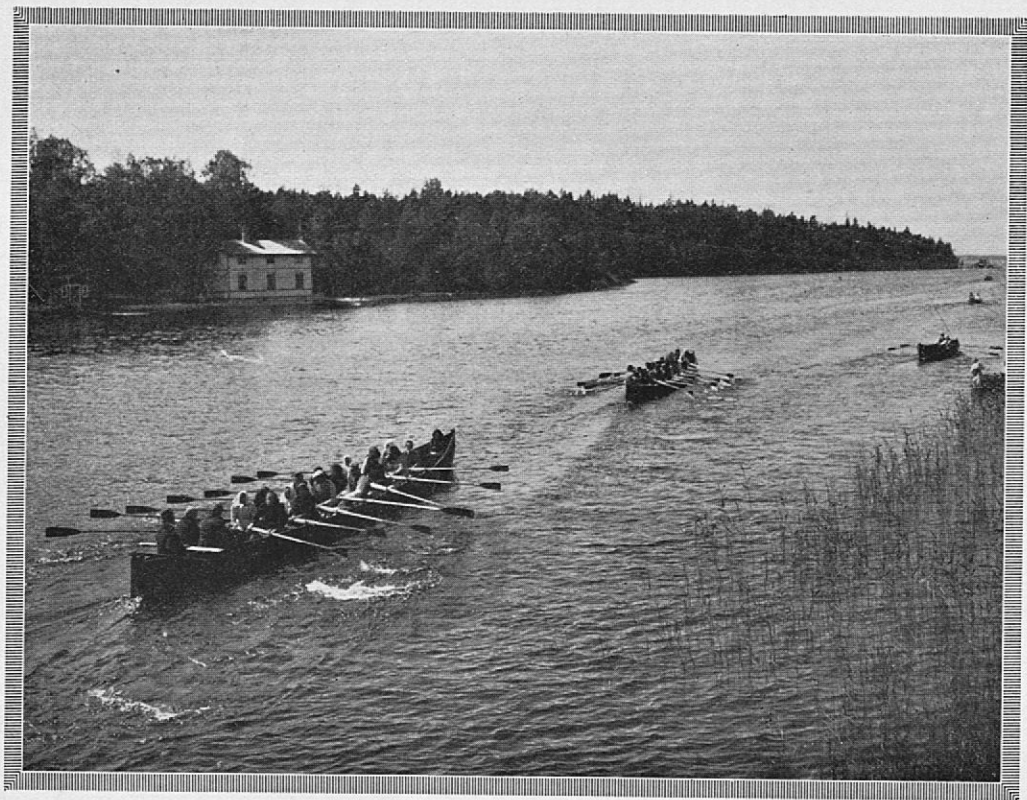
The following morning the journey is continued by steamer to Punkaharju (see page 24) and from Punkaharju by rail to Elisenvaara and Jaakima. The line runs through the beautiful parish of Parikkla, where beautiful fields, meadows, forests and lakes follow each other in succession. In three hours Elisenvaara is reached (restaurant) where passengers to Jaakima change train. From Jaakima the Tourists go by a branch line down to the harbour on the Ladoga. Three times a week (Tuesdays, Thursdays and Saturdays) a steamer leaves Jaakima for Walamo, the journey occupying three hours.

**Ladoga**, the largest lake in Europe, is 130 miles long and 80 miles broad. It differs greatly from all other Finnish lakes in many respects. There is an Archipelago along the shores, but the greater part of the lake is free of islands and almost reminds one of the sea.

From far off, the group of Walamo islands is sighted and soon the Tourist can distinguish a church-tower of the characteristic Russian type. It is the tower of the principal church, which dominates the whole of this secluded little world of 40 islands, divided by winding water courses and narrow sounds. Steep rocks defy the easily stirred waves of the Ladoga and give shelter to the rich vegetation of this little island community. An interesting pilgrimage not only for members of the Greek church, but also for the lover of nature.

Between islands that give us a foretaste of the lovely Walamo landscape the steamer takes her course into the harbour. Monks from the Monastery meet and conduct the travellers to the hotel. The Tourist is now the guest of the Monastery if only he can put up with the simple fare which is offered him. It will, however, not be taken amiss if he brings his own provisions as long as they do not include wine and liqueurs. Smoking on the public roads and





FINNISH CHURCH BOATS.

promenades should also be avoided. A donation of 1 or 2 marks per day for each visitor should be given to the Superior before departure.

The Monastery was founded in 992 by two monks, Sergius and Herman, from the Monastery on the Athos in Greece.

Tourists are always welcomed by the monks. A few of them have a fair knowledge of French and German, and are pleased to act as guides, to take the Tourists to Mass in the different churches and to arrange their excursions. The Tourist must not fail to ascend the Tower of the Preobrashenskaja (Transfiguration of Christ) Church, from whence a splendid view is obtained.

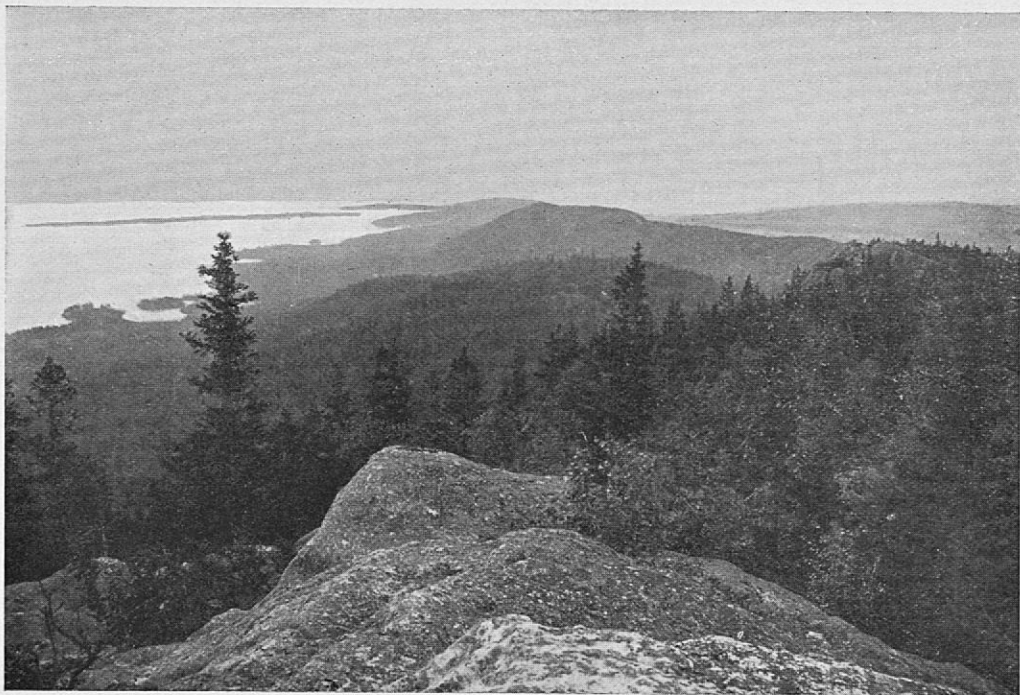
Boats and guides can be had at the pier in the harbour. Well worth visiting is the "**Holy Island**" which lies 5 miles from the Monastery and  $2\frac{1}{2}$  miles from the extreme eastern point of Walamo.

The return journey is made via Jaakima or Sordavala, depending on the different days on which the steamers leave for these two places. The sail to Sordavala only lasts two hours; here, too, the archipelago is very beautiful.

**Sordavala** is a small town belonging to the idylls of the country. A walk to the Public School Teachers' Seminary with its pretty grounds should be made. There are lovely places for excursions in the archipelago. All information can be obtained from the agent of the Tourist Society, Mr. Karl Nissinen.

From Sordavala the Tourist continues via Jaakima, Elisenvaara and Antrea to Imatra, see page 18 (change at Antrea) from where the route goes via Rättijärvi, Saima Canal and Viborg to Helsingfors.





VIEW FROM KOLI HILL.

## Route No. 3.

### SORDAVALA—JOENSUU—KOLI.

The Tourist who wishes to learn the innermost secrets of the scenery of eastern Finland can continue the journey from Sordavala along the Carelian railway line. The train reaches Joensuu, a small town at the mouth of the Pielis river, at 6 p.m. After spending the night at the Hotel Societetshuset, the journey is continued by steamer up the beautiful **Pielis**. This is a very rapid river and in several places canals have been built alongside it to facilitate navigation. In the afternoon the steamer steers out on the Pielis lake and soon lands at the foot of KOLI HILL (820 feet above the level of the lake). The ascent to the top of the height is made on foot, the luggage goes up the steep road in a sleigh. Near the Koli Pier there is a Tourist Inn, and at the top a small hotel built by the Tourist Society, now owned by the State. The view from the top of this height over the fine landscape, with its undulating heights, glittering lakes and big forests, is one that cannot be forgotten. The perfect stillness and peace is soothing to tired nerves and one feels inclined to prolong one's stay at this secluded spot.

The return journey goes via Joensuu to Nyslott and Willmanstrand by steamer.

The traveller must not be in a hurry when visiting Koli as the steamers do not run daily from Joensuu. On the line Joensuu—Nyslott—Willmanstrand, there are comfortable steamers every day. Further particulars can be obtained at the office of the Tourist Society in Helsingfors.



## SPORT IN FINLAND.

---

A country like Finland, intersected in all directions by lakes and rivers, covered, too, by luxuriant forests, naturally affords ample opportunities for sport of every description.

On the coast, **yachting** is very popular. Helsingfors has a fine yacht club ("Nyländska Jaktklubben").

On the inland waters **canoeing** has lately become a favourite pastime. Light, serviceable canvas canoes can be had at a very reasonable price (£2 or £3) at Åbo, Helsingfors, or Viborg, and in them tourists may enter the numberless creeks and follow the series of lakes through connecting rivers, generally not navigable by other means.

**Fishing** is generally allowed everywhere, but for trout and salmon permission has to be obtained from the owners, mostly peasants, who are usually ready to grant it, either gratuitously or for a trifling sum. Boats and men can easily be hired at from 3s. to 4s. a day.

As a rule, the streams of the interior, in the East and North especially, are more abundant in fish, and here a license to try one's luck will be obtained more easily; but, at the same time, the further from the generally frequented places one proceeds, the more the claims on comfort must be reduced, but in extremis, you may rely on the general hospitality of the inhabitants. English rods, tackle, etc., are to be found at Stockmann's Sporting Magazin, 23 Unionsgatan, Helsingfors, and at H. Renfors', 4 Mikaelsgatan, Helsingfors, and Kajana.

**Shooting.**—There are plenty of opportunities in Finland for shooting wild duck, capercaillie, blackcock and grouse. The open season for elk occurs the first week in September. Bears are shot in the east of Finland in winter, and seals in spring.

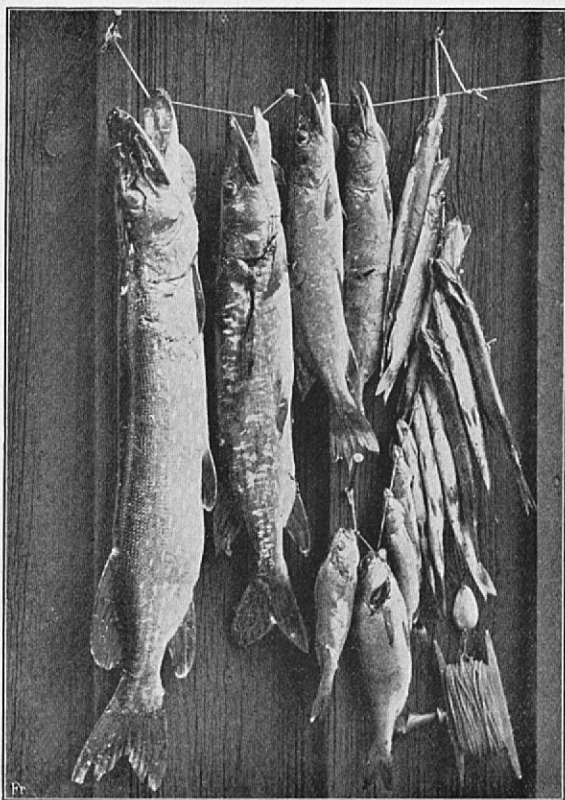
Finland is the home of Winter Sport, and enjoyed in its various forms by all classes of the population.



## Fishing.

The best river for salmon is considered to be the **Uleå-elf**, with the town of Uleåborg at its mouth, in the north-east of the Gulf of Bothnia.

A very good centre for trout fishing is the portion of the **River Vuoksen** between the rapids of Imatra and Vuoksenniska. However, the best fishing spots are occupied by Messrs. Nottbeck, Astashoff, and the English Fishing Club, of St. Petersburg. The Vuoksen river



being a tributary of Lake Ladoga (the largest in Europe), the Ladoga salmon ascends also the Vuoksen up to Imatra. Salmon run small, but still some have been landed up to 30 lbs. Lake Ladoga abounds also with a fish which, in scientific language, is looked upon as another species of salmon—the charr (*Salmo Alpinus*), called “röding” in Swedish because of its red colour (Sw. röd = red). This fish is common to several lakes of Great Britain, Iceland, Norway, Sweden and Finland. It is met also in Lapland and in the lakes of Savolax (Eastern Finland).

Besides the Vuoksen, the following streams and watercourses afford good fishing:—

1. THE KALKIS RAPIDS at the outlet of Kymmene river from the Päijänne lake, rented by the Kalkis Fishing Club. Here trout have scaled to 20 lbs. and upwards.

2. VIITASAARI and the whole watercourse round the lake Keitele with its affluents and effluents. The greater part of this is also in private hands. Proceed by rail (14 hours from Helsingfors) to Tammerfors—Jyväskylä—Suolahti, and thence by steamboat on Lake Keitele.

3. HAAPAKOSKI (fresh-water salmon and trout).—Full particulars may be had from Vice Häradshöfding (District Judge) Åke Lund of Jyväskylä. The charge for fishing is 2 to 3 marks per day. Steamers run daily from Jyväskylä. A small cottage can be rented at the fishing ground.

TARVAALAFORS IN LAUKAS (fresh-water salmon and trout).—All information can be obtained from Borgmästaren (Mayor) Th. Lilius, Mr. E. Mansnerus, Chemist; Bank Directors A. Fredriksson and J. Karlstedt, all of Jyväskylä. This stream is reached from Laukas Station (one hour's journey from Jyväskylä) from where it is an hour's row to the fishing ground. Board and lodging can be obtained for 2 to 3 marks per day. The charge for fishing is nominal, sometimes free. Good boatmen can be obtained through Borgmästaren (Mayor) Th. Lilius. Best season, spring and late summer.

KAPEEKOSKI IN LAUKAS (fresh-water salmon and trout).—Information can be had from Mr. Lilius (see above).

4. THE KOIDA RIVER, affluent of the River Pielis.

5. THE LIEKSA RIVER, receiving its waters from Lake Lieksa in the Russian Karelen, affluent of the Pielisjärvi in Eastern Finland.

SPLENDID SALMON AND GRAYLING FISHING is obtainable at this out-of-the-way district, which is most picturesque, but little visited by foreigners. The most prolific streams are on the way between the village of Lentiera and Sunnansalmi, also Kiimovaara, north of Repola.

Omeliankoski, at Lieksa main lake is also well stocked.

The best way to reach this district (Russian Karelen) is via Joensuu (19 hours' rail from Helsingfors)—Pielis Canal—Lieksa over Runna-järvi (drive to Hattavaara, 22 miles) drive to Pankakoski Bruk (5 miles) and the same distance by boat to Kalliolahti. Drive or walk from here to Runna village, about 6 miles, over Runnajärvi Lake along the River Lieksa and so on to Lentieranjärvi and Repola Church.

Boatmen should be hired from the Finnish side.

Permission has never been withheld for fishing for sport and need not be obtained.

Board and lodging can be obtained for about 1.25 to 2 marks per day, but it is advisable to take up a supply of tinned meats, etc., as here you are indeed "off the beaten track," and sportsmen must be ready to rough it. Good boatmen can be had for 3 to 4 marks per day.

6. KAJANA AND VAALA.—One of the best places for trout and grayling is the whole system of waters running into the lake Uleå at Kajana.

The Kajana river abounds in grayling and trout; perch, bream, roach and pike are also found there. The largest trout caught here by rod weighed 13 English lbs.; the largest grayling, 4½ lbs. The usual weight of grayling and trout is 1 to 3 lbs., but there are frequent instances of trout from 5 to 6 lbs.

The season for grayling and trout usually begins 20th to 26th of June, when the spring floods commence to fall.

Angling in Kajana has the advantage that it can be carried on to a great extent from land, though sometimes wading would be useful. For instance, once, when the river seemed almost full of fish and when there was no possibility of catching any otherwise, a remarkably good catch was obtained by wading in the river up to the waist.

For angling, the same flies are used here as on the English or Scotch rivers. Among the artificial baits the little "Devon Minnow" has been found most successful.

In Vaala (50 miles from Kajana and 4 hours passage by steamer) are found sea-salmon, sea-trout (in Finnish, taimen), trout and grayling.

The Finland Steamship Co. have taken on lease the Tourist Hotel for the purpose of giving facilities to sportsmen wishing to visit this part of Finland for the purpose of fishing and shooting. The following kinds of wild fowl, among others, are found: wild duck, capercaillie, blackcock, true hazel-grouse and very rarely ptarmigan. The shooting season is from 15th August to 1st December.

The following notes have been sent to us by an Englishman well acquainted with the district of Kajana, and whose many years' experience as a sportsman gives great importance to his statements:

"Any intending tourists, who place fishing first, should travel to Kajana, and, after spending a few days there, continue the journey to Vaala. The latter place is undoubtedly the finest fishing ground in Finland. Of course it may happen at certain times that the fish are off their feed and do not rise well; but, as a general rule, one can reckon upon first-class sport in July and August.

"The accommodation in Vaala is not luxurious, but the average angler is contented with a clean, comfortable bed and wholesome food, which are easily to be procured there.

"A Captain Spolander, resident in Vaala, who speaks English fluently, is always pleased to look after the wants of anglers, and, through him, good clean rooms can be had, and also experienced boatmen.

"A fishing ticket available for the whole season costs Fmk. 10.25 (8/-) and boatmen charge Fmk. 6 (5/- per day); room and food will cost a further Fmk. 5 or 6 per day.

"In any case it is advisable to take up from Helsingfors or Åbo preserved meats, fruit and biscuits.

"As regards rods and baits, the following are suggested:—Rods, 16 to 18 feet; reels holding 100/150 yards of line; flies same as in England and Scotland, sizes varying from 3 to 0, No. 4; baits, Hardy's 'Halcyon' Spinner. Minnows and spoon bait also provide good sport.

"Fishing from the shore is, as a rule quite impractical; as also wading, the river being too deep and the current too dangerous. A pair of strong boots (knee boots for preference) is all that is required.

In July, 1907, between 9th and 27th, an angler caught 33 salmon weights ranging from 6½ to 29 lbs., besides numerous trout and grayling."

---

### **Helsingfors to Kajana.**

The journey by rail from Helsingfors (the Capital of Finland) to Kajana takes 22 hours.

Leaving Helsingfors by the evening train, one arrives in Kajana the following afternoon. The price of a 2nd Class single Ticket is Fmks. 23.50 (18/10). Sleeping Cars are attached to the evening trains. Meals are obtained at the various Restaurant Stations en route, where the train stops a sufficient time.

### **Åbo to Kajana.**

Passengers from Åbo leave about 3 o'clock in the afternoon, travelling via Toijala, catching the Kajana train at Riihimäki in the evening.

NOTE.—As the Railway Time Table is subject to frequent alterations, it is always advisable to consult the current number, which can be obtained on board the steamers, or at any of the Agents' Offices.

---

### **The Tourist Hotel at Kajana.**

This Hotel is a clean and comfortable one, and the charges are very moderate. A charge of 2s. per day is made for a single-bedded room, and 3/3 for a double-bedded one. Breakfast from 1/3, dinner from 2s., and supper from 1/3.

---

**The Kajana Fishing Grounds** are open from 1st June to 15th September, and the charge is 1/3 per rod per day for the lower water.

Fishing is allowed daily from 6 a.m. to 10 p.m. to the 31st July, and from August 1st only to 9 p.m.

**Pearl Fishing** is yet in a very primitive stage, but would probably find many interested amateurs if the largest number of mussels were not found in out of the way places, where the Tourist would meet with difficulties in making himself understood, and in getting information.

Particulars may be obtained at the office of the Tourist Society.



## Winter Sport.

Holiday-makers are gradually beginning to realise that a trip to the Continent during the winter months need not necessarily be spent in the sunny south, and that health-giving pleasures may be enjoyed quite as fully in regions where "Jack Frost" reigns as in those parts where a blazing sun sends forth its powerful rays from a cloudless sky.

Twenty years ago the idea of seeking enjoyment in a few weeks' sojourn among the snow-clad hills and on the wind-swept ice-fields of the Continent's coldest countries would have been treated with ridicule by most of those who to-day take their fill of pleasure from this source. To-day frost and snow, once abhorred and looked upon as the dreaded accompaniments of winter's gloom and rigour, are welcome friends whom we travel countless miles to meet.

Among the countries able to boast of special charms Finland is one which, as a winter El Dorado, stands in the front rank, although, for some inexplicable reason, it appears to have been sadly neglected, a fact all the more surprising when we consider its attractions in summer are known and appreciated by countless English Tourists; but how few and far between are the visits of Britishers to the land of lakes when winter is at its height.

The steamers leave Hull all the year round, thus offering lovers of Skating, Tobogganing, Snow-Shoeing (Skji-ing), etc., etc., excellent facilities for obtaining same at a moderate cost. The steamers are all ice-breakers, and the trip itself is well worth experiencing, as usually many miles of ice have to be steamed through before Hangö or Åbo is reached.



## PRACTICAL HINTS.

---

**Passports.**—To Russia and Finland passports are **compulsory** and must be visé by a Russian Consul before leaving port of departure.

One passport can cover husband, wife, children, tutor, governess, manservant and maidservant, providing all are British subjects.

Messrs. John Good & Sons, Ltd., Hull, will on request send official Forms of Application free, and on return of same filled in, can obtain the passports, have them visé, and return to the applicant the day of receipt.

Cost of Passport and Fee for obtaining same, 3/6.

Visa by Russian Consul and Fee for obtaining same, 6/-.

} 9/6

**Luggage** is examined by Custom House Officials on the arrival of steamers. Luggage sent straight to Helsingfors via Stockholm, Åbo or Hangö will be kept at the Custom House, until examined in the presence of the owner.

**The Postage** from Finland abroad is 10 kop. (2½d.) for letters not exceeding 15 gr. in weight and 4 kop. (1d.) for postcards.

**Telegrams** to Great Britain, 47 penni per word; to Canada and the United States, from 1m. 95p. to 4m. 65p. per word.

There is no duty on Bicycles in Finland. For Motor Cars a deposit must be paid on arrival, which is refunded at the Custom House on the frontier when leaving the country.

On leaving St. Petersburg luggage ought to be examined by the Custom House Officials at the Finnish railway station at St. Petersburg.

**Railways.**—1st class carriages are only run on the principal lines. A 1st class ticket and a sleeping car ticket entitle the bearer to a separate sleeping compartment. The sleeping cars are very comfortable. On all the Finnish railways 56lbs. of luggage are allowed free of charge (but not with German coupon books).

For Children aged 5 to 12 half fare is charged, Children under 5 years travel free.

**Finnish coupon tickets** are valid on all the Finnish railways, the lake steamers and the steamers for Stockholm, and permit 56lbs.

of luggage free. The traveller can break the journey at any point. When the total number of miles exceeds 500 a reduced tariff for 250 miles is obtainable. Information about these coupon books given at the office of the Tourist Society.

The railway guards are, under no circumstances, allowed to accept gratuities.

**The Hotels** are as a rule not large, but fairly comfortable. The rooms in the smaller ones are from 2 marks 50 penni, in the larger ones from 4 marks per day. The meals at the hotels and restaurants are: early breakfast, consisting of tea or coffee with bread and butter; second breakfast (luncheon) from 9.0 a.m. to 1.0 p.m. which consists of Smörgåsbord (different cold meats and hors d'œuvres) and some warm dishes; dinner between 4.0 and 6.0, four courses and coffee (1 mark 50 penni to 4 marks), and supper almost the same as lunch. In the restaurants of the larger towns the supper is served "à la carte" or a "sexa" is ordered (Smörgåsbord and warm dishes, about 3 marks).

**Gratuities** to waiters: 25 penni for light refreshment, 50 penni for a meal, or 10 per cent. for larger bills at restaurants should be added to the hotel expenses; chamber maids, room servants, boots, and porters, also expect 50 penni each a day. Finlanders themselves generally tip the servants well, and tips are looked for.

Board and lodging in the hotels vary from 8 marks per day in the smaller to 15 marks and more, according to the room selected, in the largest hotels.

It is as a rule less expensive to use the Hotel Coupons of the Tourist Office in Helsingfors.

In the railway restaurants the travellers help themselves from large tables and pay at the counter for the whole meal, even if they have only partaken of a portion.

In the towns there are a large number of dining rooms (Mat-servering), where simple but good meals are to be had: Breakfast 1 mark; Dinner, 1 mark 50 penni; Supper 1 mark 50 penni.

**Cab (Drosky) Fares.**—Drives in the towns are very cheap, generally 50 penni for a single journey, and 75 penni in Helsingfors, where droskies with hoods charge Fmk. 1. For the drive from a railway station to the hotel 25 penni extra is charged. *It is not customary to tip the driver.*

## ROUTES TO FINLAND.

**Per Direct Steamer from Hull ...** { every WEDNESDAY to **Helsingfors** (winter, **Hangö**).  
(See page 59.) „ SATURDAY to **Åbo**.  
 (Agents: JOHN GOOD & SONS, Ltd., HULL.)

**Per Steamer ...** { from COPENHAGEN every SATURDAY to **Helsingfors** (winter, **Hangö**).  
 „ „ „ TUESDAY to **Åbo**.  
 „ STOCKHOLM DAILY to **Hangö**, **Åbo**, or **Helsingfors**.  
(See pp. 59 & 75.) „ LUBECK every SATURDAY to **Hangö** and **Helsingfors**.  
 „ STETTIN every WEDNESDAY to **Helsingfors**.

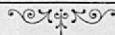
**Overland Routes ... from LONDON (LIVERPOOL STREET STATION)**

To		VIA				
<b>Helsingfors</b> ...	Hook of Holland	{ Salzbergen Emmerich }	Hamburg	{ Kiel ... Vamdrup ... Warnemünde Sassnitz—Malmö. }	Copenhagen—Stockholm	
<b>Åbo</b> }	... .. ditto	ditto	ditto	ditto	ditto	
<b>Hangö</b> }	... .. ditto	ditto	ditto	ditto	ditto	
<b>Helsingfors</b> ...	Hook of Holland	{ Salzbergen Emmerich }	Berlin ...	{ Sassnitz—Malmö ... Warnemünde—Copenhagen }	Stockholm	
<b>Åbo</b> }	... .. ditto	ditto	ditto	ditto	ditto	
<b>Hangö</b> }	... .. ditto	ditto	ditto	ditto	ditto	
<b>Helsingfors</b> ...	Hook of Holland	{ Salzbergen Emmerich }	{ Berlin ... Hamburg }	{ Sassnitz ... Warnemünde Kiel ... Vamdrup ... Warnemünde }	Stockholm	
<b>Åbo</b> }	... .. ditto	ditto	ditto	ditto	ditto	
<b>Hangö</b> }	... .. ditto	ditto	ditto	ditto	ditto	

## From LONDON

(VICTORIA, ST. PAUL'S, HOLBORN VIADUCT, or HERNE HILL STATIONS)

To		VIA						
<b>Helsingfors</b> ...	Queenboro'—Vlissingen	{ Wesel ... Salzbergen }	Hamburg	{ Kiel ... Vamdrup ... Warnemünde Sassnitz—Malmö }	Copenhagen—Stockholm			
<b>Åbo</b> <b>Hangö</b> }	... .. ditto	ditto	ditto	ditto	ditto	ditto		
<b>Helsingfors</b> ...	Queenboro'—Vlissingen	{ Wesel ... Salzbergen }	Berlin ...	{ Sassnitz—Malmö ... Warnemünde—Copenhagen }	Stockholm			
<b>Åbo</b> <b>Hangö</b> }	... .. ditto	ditto	ditto	ditto	ditto	ditto		
<b>Helsingfors</b> ...	Queenboro'—Vlissingen	{ Wesel ... Salzbergen }	{ Berlin ... Hamburg }	{ Sassnitz ... Warnemünde Kiel ... Vamdrup ... Warnemünde }	Stockholm			
<b>Åbo</b> <b>Hangö</b> }	... .. ditto	ditto	ditto	ditto	ditto	ditto		





PARTICULARS &amp; ITINERARIES OF THE SERVICES OF THE

# Finland Line of Mail Passenger Steamers.

*N.B.—Whilst the Finland Steamship Co. endeavour to give the most accurate information as to sailings, etc., they will not be responsible for alterations or any effect whatever thereof, and all arrangements are subject to such alterations as wind, weather, or circumstances may require.*

## HULL—COPENHAGEN—FINLAND

ALL THE YEAR ROUND WEEKLY SERVICE.

The S/S "TITANIA" or "ARCTURUS" leave HULL for COPENHAGEN and HELSINGFORS every **Wednesday**.

The S/S "POLARIS" or "URANIA" leave HULL every **Saturday** for COPENHAGEN, SLITE (Gothland), and ABO.

Passengers are carried by all these Steamers on Through Tickets to STOCKHOLM (via Copenhagen and Malmö) and ST. PETERSBURG (via Finland).

The Itineraries during 1911 are as follow:—

### "TITANIA" & "ARCTURUS."

(3,496 tons)

(2,020 tons)

#### EASTWARD

Depart HULL ... .. Every **WEDNESDAY** according to Tide.  
Due COPENHAGEN (Freeharbour) ... .. **FRIDAY EVENING**.  
Depart COPENHAGEN do. ... .. **SATURDAY NOON**.  
Due HELSINGFORS (Summer), HANGÖ (Winter) ... .. **MONDAY MORNING**.

#### WESTWARD

Depart HELSINGFORS (Summer only) ... .. Every **TUESDAY, 7 p.m.**  
Depart HANGÖ ... .. **WEDNESDAY, 4.15 p.m.**  
Depart COPENHAGEN (Freeharbour) ... .. **\* FRIDAY, 10 a.m.**  
Due HULL ... .. **SUNDAY NOON**.

### "POLARIS" & "URANIA."

(2,020 tons)

(1,137 tons)

#### EASTWARD

Depart HULL ... .. Every **SATURDAY** according to Tide.  
Due COPENHAGEN (Freeharbour) ... .. **MONDAY EVENING**.  
Depart COPENHAGEN do. ... .. **TUESDAY NOON**.  
Due SLITE (Gothland) ... .. **WEDNESDAY NOON**.  
Depart SLITE " ... .. **2 p.m.**  
Due ABO ... .. **THURSDAY MORNING**.

#### WESTWARD

Depart ABO ... .. Every **FRIDAY**.  
Depart HANGÖ ... .. **SATURDAY, 4.15 p.m.**  
Due SLITE (Gothland) ... .. **SUNDAY, 8 a.m.**  
Depart SLITE " ... .. **9 a.m.**  
Depart COPENHAGEN (Freeharbour) ... .. **\* MONDAY, 10 a.m.**  
Due HULL ... .. **WEDNESDAY EVENING**

\* In connection with the train leaving Stockholm about 7 p.m. (via Malmö).

**PASSPORTS** visé by a Russian Consul are compulsory for Finland and Russia.  
No trouble or delay is experienced if procured through

**JOHN GOOD & SONS, LTD., HULL**  
(Agents, Finland Line).

These Steamers now call at  
SLITE (Gothland).

## FINLAND LINE

## Table of Passenger Fares

Victualling on board the Steamers on the Hull—Copenhagen—Finland Line is included in the price of the ticket, but cost of Wines, Spirits, etc., is charged extra as per tariff.

	SINGLE.			* RETURN.		
	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Between *Hull-Copenhagen per S.S. "Titan" (May to end Aug.)	3 10 0	2 5 0	1 4 0	5 5 0	3 12 6	2 0 0
" " per S.S. "Polaris," "Arcturus," "Urania" or "Astræa" (and "Titan" Sept.-April.)	3 0 0	2 0 0	1 4 0	4 10 0	3 5 0	2 0 0
*Hull-Helsingfors (Summer), Hangö (Winter.) per S.S. "Titan," Wednesday (May to end Aug.)	7 0 0	4 5 0	2 8 0	11 10 0	7 5 0	4 0 0
" " per S.S. "Arcturus," Wednesday (and "Titan," Sept.-April.)	6 0 0	3 15 0	2 8 0	10 0 0	6 10 0	4 0 0
Hull-Abo, per S.S. "Polaris," Saturday	6 0 0	3 15 0	2 8 0	10 0 0	6 10 0	4 0 0
" " per S.S. "Urania" or "Astræa," Saturday	5 0 0	3 0 0	2 8 0	8 0 0	5 0 0	4 0 0
*Copenhagen-Helsingfors (Summer), Hangö (Winter), per S.S. "Titan," Saturday (May to end August)	3 8 0	2 5 0	1 4 0	6 16 0	4 10 0	2 8 0
" " per S.S. "Arcturus," Saturday (and "Titan," Sept.-April.)	3 0 0	2 0 0	1 4 0	6 0 0	4 0 0	2 8 0
Copenhagen-Abo, per S.S. "Polaris," Tuesday	3 0 0	2 0 0	1 4 0	6 0 0	4 0 0	2 8 0
" " per S.S. "Urania" or "Astræa," Tuesday	2 8 0	1 12 0	1 4 0	4 16 0	3 4 0	2 8 0

NOTE.—\*The cost of victualling on voyage from Helsingfors to Hangö, and from Abo to Hangö, is not included in the price of Tickets, and passengers taking meals on board on this part of the journey will be charged extra, as per tariff.

\* During the months September to April the same fares will be charged per "Titan" as quoted per "Arcturus" and "Polaris."

Single Cabins extra.

For dates and times of sailing, names of steamers, &c., see FINLAND LINE monthly sailing list.

# Specimen Round Tours

## IN FINLAND.

In giving an outline of some of the most interesting Tours in Finland, it is only intended to indicate what can be done in a reasonable time and at a reasonable cost. The TOURIST SOCIETY IN FINLAND, whose address in Helsingfors is Norra Esplanadgatan 21, will be only too pleased to give information or assistance in regard to inland travel.

Tickets for these and similar round tours in the country (and also tickets for journeys abroad) can be obtained from the FINLAND TOURIST OFFICE, the official information and ticket office of the State railways and the steamship companies, whose address is also Norra Esplanadgatan 21. Messrs. JOHN GOOD & SONS, Ltd., Hull, are also in a position to issue orders upon the Finland Tourist Office for the tours described here.

From the information given in this booklet, Tourists should be able for themselves to extend and vary the specimen Tours, and any additional information required to enable them to do this will be gladly supplied on application.

Whilst every endeavour has been made to give the most accurate information as to the sailings of the steamers, running of trains, coaches, etc., the Tourist should make a point of always verifying the hours by comparison with the current time tables.

The estimated prices for these Tours include first-class fares by the steamers, second-class fares on the railway, fares by motor boats and boats of the Tourist Society (when shooting the Rapids) and also the sleeping-car tickets for the night express train from Helsingfors. Carriages for driving excursions are not included, but in order to convenience the tourist when making such drives en route, the prices are given in Finnish marks, thus (Fmk. 4·50).

**Hotel Coupons.** THE FINLAND TOURIST OFFICE has organized a system of hotel coupons enabling the tourist to pay beforehand all expenses for travelling tickets, lodging, meat breakfast, dinner, supper, and all gratuities to servants for the whole tour. The prices for tickets and hotel coupons including gratuities, are given

at the foot of each of the following specimen round tours, and can be ordered through Messrs. JOHN GOOD & SONS, Ltd., Hull. The coupons commence with the dinner the first day at Helsingfors. The prices do not include wines, spirits, etc., or drives for excursions and cabs in the towns. Many variations of the tours are possible. For coupons not used, the Tourist Office will repay the full price for which these coupons are valid.

**Luggage.** Heavy luggage, trunks, &c., cannot be forwarded:

1. By the mail-coach from Rättijärvi to Imatra, but should be left at Wiborg or sent as express goods by rail from Wiborg to Imatra.
2. By the motor and row boats on the Kymmene River, but must be forwarded as passenger luggage direct from Helsingfors to Wiborg (*Tours Nos. 3 and 4*).
3. In the motor and row boats on the Uleå River, but must be sent as express goods from Kajana to Tammerfors (*for Tour No. 6 by the morning train on the tenth day*).

**Tariff for Luggage by Express Goods Train:**

- 1.—WIBORG TO IMATRA, for 100 kilos. (224 lbs.) ... Fmks. 5 (4/-) m/m 50 penni.  
 2.—KAJANA TO TAMMERFORS, " " " " 10.50 (8/6) " " "

## Exchange Table.

Finnish Marks, 25 to £1: 100 Penni = 1 Mark.

GT. BRITAIN	FINLAND	GT. BRITAIN	FINLAND
1d....	10 Penni.	5/- ...	...Mark 6.25 Penni.
3d....	30 "	6/- ...	... " 7.50 "
5d....	52 "	7/- ...	... " 8.75 "
6d....	63 "	8/- ...	... " 10.00 "
10d....	Mark 1.04 "	9/- ...	... " 11.25 "
1/- ...	1.25 "	10/- ...	... " 12.50 "
2/- ...	2.50 "	15/- ...	... " 18.75 "
3/- ...	3.75 "	20/- ...	... " 25.00 "
4/- ...	5.00 "		

NOTE.—A better exchange for sums of 25/- and upwards is given. Money can be exchanged at any of the Steamship Agents' Offices or on board the Steamers, and at all the Banks in Finland.

## Specimen Round Tours.

The following Round Tours are recommended:—

### **INLAND ROUTE No. 1.**

**HULL—COPENHAGEN—HELSINGFORS—WIBORG—RÄTTIJÄRVI—  
IMATRA—WIBORG—HELSINGFORS—HANGÖ—  
HULL.**

**Hull to Helsingfors** (calling at Copenhagen)—Per steamer leaving Hull every Wednesday, due Copenhagen Friday evening.

Leave Copenhagen every Saturday noon, arrive Helsingfors Monday early morning.

#### **ITINERARY.**

**Monday**—Visiting Helsingfors.

**Tuesday**—Excursions to the environs of Helsingfors. Leave Helsingfors Tuesday night by express train for Wiborg.

**Wednesday**—Arrive Wiborg early morning. Visiting Wiborg, drive to Monrepos (extra fare for drive, Fmk. 4·50).

**Thursday**—Leave Wiborg at noon for Rättijärvi by steamer along the Saima Canal. Arrive Rättijärvi about 4 p.m. Drive to Imatra by mail-coach, arrive Imatra Waterfalls in the evening.

**Friday**—See Imatra Falls, Rauha Hydro and Wallinkoski Rapids (drive to Wallinkoski, extra fare, Fmk. 4·50; motor car to Rauha, Fmks. 5). Leave Imatra in the evening by rail for Wiborg. Leave Wiborg by night train for Helsingfors.

**Saturday**—Arrive Helsingfors early morning (breakfast at Hotel Fennia, opposite the railway station). Leave Helsingfors about 12.10 noon by train for Hangö, and sail from there at 4.15 p.m. by steamer. Due arrive Hull Wednesday evening.

#### **PRICE OF TICKETS.**

**This Tour lasts 15 days** (from leaving to arriving back in Hull).

The price of tickets for the route in Finland, from Helsingfors back to Hangö, will be **Fmk. 57·15 (£2 5s. 9d.)**, excluding hotel expenses. When all expenses for meals, rooms, and tips to servants are included, the price will be **Fmk. 146 (£5 16s. 10d.)**

Sleeping-car ticket, Wiborg to Helsingfors, if required, Fmk. 6 extra.

To these prices must be added the first or second class return fare, Hull to Helsingfors.



## **INLAND ROUTE No. 2.**

**HULL—COPENHAGEN—HELSINGFORS—WIBORG—RÄTTIJÄRVI—  
IMATRA—WIBORG—TAVASTEHS—HANGÖ—  
HULL.**

**Hull to Helsingfors**—Same as Inland Tour No. 1 until Monday morning.

### **ITINERARY.**

**Monday**—Visiting Helsingfors.

**Tuesday**—Excursions to the environs of Helsingfors. Leave Helsingfors by express train in evening for Wiborg.

**Wednesday**—Arrive Wiborg early morning (breakfast at the Railway Station). Leave Wiborg 12 noon for Rättijärvi by steamer along Saima Canal. Drive by mail-coach to Imatra Waterfalls.

**Thursday**—See Imatra Waterfalls, Rauha Hydro and Wallinkoski Rapids (for drive to Wallinkoski, extra fare, Fmk. 4.50; motor car to Rauha, Fmks. 5). Leave Imatra in the evening by rail for Wiborg and Tavastehus (supper at Wiborg Station).

**Friday**—Arrive Tavastehus about 7.30 a.m. Drive to Karlberg Estate and Aulango Ridge (extra fare, Fmk. 5). Leave Tavastehus about 4.41 p.m. for Hangö (change train at Hyvinge). Arrive Hangö about 10.18 p.m.

**Saturday**—See Hangö and sail at 4.15 p.m. by steamer for Hull, where due arrive Wednesday evening.

### **PRICE OF TICKETS.**

**This Tour lasts 15 days** (from leaving to arriving back in Hull).

The price of tickets for the route in Finland, from Helsingfors back to Hangö, will be **Fmk. 61.90 (£2 9s. 6d.)**, excluding hotel expenses. When all expenses for meals, rooms, and tips to servants are included, the price will be **Fmk. 151 (£6 0s. 10d.)**

Sleeping-car ticket, Wiborg to Tavastehus, if required, Fmk. 6.

To these prices must be added the first or second class return fare, Hull to Helsingfors.

## **INLAND ROUTE No. 3.**

**HULL—COPENHAGEN—HELSINGFORS—VESIJÄRVI—HEINOLA—  
MANKALA—WIBORG—RÄTTIJÄRVI—IMATRA—WIBORG  
—HELSINGFORS—HANGÖ—HULL.**

**Hull to Helsingfors**—Same as Inland Tour No. 1 until Tuesday morning.

### **ITINERARY.**

**Tuesday.**—Leave Helsingfors about 9-50 a.m. by train to Lahti. Change for Vesijärvi railway station. Leave Vesijärvi immediately on arrival by steamer for Heinola, where arrive in the evening.

**Wednesday**—Leave Heinola early morning by steamer or motor boat to Vuolenskoski, arriving about 1½ hours later. Pass this rapid in rowing boat; change for motor boat to Mankala, down the Kymmene River. Change at Mankala to boat for shooting the rapids of Mankala, and continue to the village Sidikkala. Drive or walk one mile to the railway station, Sidikkala. Leave Sidikkala about 2 p.m. by rail, arrive Wiborg about 7 p.m.

**Thursday**—Leave Wiborg 12 noon for Rättijärvi by steamer along the Saima Canal. Arrive Rättijärvi about 4 p.m. Drive by mail coach, four hours, to Imatra Waterfalls.

**Friday**—See Imatra Falls, Rauha Hydro and Wallinkoski Rapids (extra fare for drive to Wallinkoski, Fmk. 4-50; and motor car to Rauha, Fmks. 5). Leave Imatra 7 p.m. by rail (change train, and take supper in Wiborg).

**Saturday**—Arrive Helsingfors early morning (breakfast at Hotel Fennia, opposite the railway station). Leave Helsingfors about 12-10 noon by train for Hangö. Sail from Hangö 4-15 p.m. for Hull, where arrive Wednesday evening.

### **PRICE OF TICKETS.**

**This Tour lasts 15 days** (from leaving to arriving back in Hull).

The price of tickets for the route in Finland, from Helsingfors back to Hangö, will be **Fmk. 58-40 (£2 6s. 9d.)**, excluding hotel expenses. When all expenses, for meals, rooms, and tips to servants are included the price will be **Fmk. 156 (£6 4s. 10d.)**

Sleeping-car ticket, Wiborg to Helsingfors, if required, Fmk. 6 extra.

To these prices must be added the first or second class return fare, Hull to Helsingfors.

## **INLAND ROUTE No. 4.**

**HULL—COPENHAGEN—HELSINGFORS—VESIJÄRVI—HEINOLA—  
MANKALA—WIBORG—RÄTTIJÄRVI—IMATRA—PUNKA-  
HARJU—NYSLOTT—WILLMANSTRAND—  
HELSINGFORS—HANGÖ—HULL.**

**Hull to Imatra**—Same as Inland Tour No. 3 until Friday morning.

### **ITINERARY.**

**Friday**—See Imatra Falls, Wallinkoski Rapids (extra fare for drive to Wallinkoski, Fmk. 4.50), and Rauha Hydro on the Saima Lake (motor car, Fmk. 5).

**Saturday**—Leave Imatra 6.50 a.m. by rail; change at Antrea 7.43—7.52 a.m. Change and lunch at Elisenvaara Station 10.18—10.50 a.m. Arrive Punkaharju 1.20 p.m. (1 kilom. walk or drive to the hotel). See Punkaharju Ridge.

**Sunday**—Leave Punkaharju by steamer 10 a.m. Arrive Nyslott about 12 noon, visiting the town, the old Castle of Olofsborg and the Bathing Establishment with Park.

**Monday**—Leave Nyslott 1.30 p.m. for Willmanstrand by steamer (8 hours passage; dinner and supper on board). Leave Willmanstrand 10.50 p.m. by rail for Helsingfors (change at Simola Station 11.25—11.37).

**Tuesday**—Arrive Helsingfors 7.52 a.m. Leave Helsingfors at 7 p.m. by steamer for Hangö and Hull.

**Wednesday**—See Hangö, and leave 4.15 p.m. for Hull, where due to arrive Sunday noon.

### **PRICE OF TICKETS.**

**This Tour lasts 19 days** (from leaving to arriving back in Hull).

The price of tickets for the route in Finland, from Helsingfors back to Helsingfors, will be **Fmk. 71.05 (£2 16s. 9d.)**, excluding hotel expenses. When all expenses for meals, room, and tips to servants are included, the price will be **Fmk. 217 (£8 13s. 7d.)**

Sleeping-car ticket, Simola to Helsingfors, if required, Fmk. 6 extra.

To these prices must be added the first or second class return fare, Hull to Helsingfors.

## **INLAND ROUTE No. 5.**

(Specially arranged for ANGLERS.)

**HULL—COPENHAGEN—HELSINGFORS—WIBORG—RÄTTIJÄRVI—  
IMATRA—PUNKAHARJU—NYSLOTT—KUOPIO—KAJANA  
—VAALA—MUHOS—ULEÅBORG—  
HANGÖ—HULL.**

**Hull to Helsingfors**—Same as Inland Tour No. 1.

### **ITINERARY.**

**Monday**—Visiting Helsingfors. Leave Helsingfors by night train for Wiborg.

**Tuesday**—Arrive Wiborg early morning (breakfast at the Railway Station). Leave Wiborg 12 noon by steamer for Rättijärvi along Saima Canal. Arrive Rättijärvi about 4 p.m. Drive by mail-coach, four hours, to Imatra Falls.

**Wednesday**—See Imatra Falls, Rauha Hydro and Wallinkoski Rapids (for drive to Wallinkoski, extra fare, Fmk. 4.50; and motor car to Rauha, Fmks. 5).

**Thursday**—Leave Imatra about noon for Punkaharju by rail (change train at Antrea and Elisenvaara; dinner at Elisenvaara Station). Arrive Punkaharju about 7 p.m.

**Friday**—Visiting Punkaharju. Leave about 8 p.m. by steamer for Nyslott (passage two hours).

**Saturday**—Visiting Nyslott.

**Sunday**—Leave Nyslott about 2 p.m. by steamer for Kuopio (meals on board).

**Monday**—Arrive Kuopio early morning (breakfast at the Railway Station). Drive to the Puijo Hill (extra fare for drive Fmk. 4). Leave Kuopio about noon by rail for Kajana (dinner at Iisalmi Station). Arrive Kajana about 6 p.m.

**Tuesday and Wednesday**—Fishing at Kajana.

**Thursday**—Leave Kajana Thursday morning by steamer for Vaala (passage about five hours).

**Friday, Saturday, Sunday**—Fishing at Vaala.

**Monday**—Leave Vaala about noon by boat of the Tourist Society (tarboat type), along the Uleå River. Shooting the

**INLAND ROUTE No. 5—(CONTINUED).**

famous rapids, after which the Society's motor boat is taken. Arrive Muhos about 7 p.m. and change for steamer for Uleåborg, where arrive in the evening about 9 p.m.

**Tuesday**—Leave Uleåborg 11-30 a.m. by rail for Hangö (dinner at Kannus and supper at Seinäjoki Railway Stations).

**Wednesday**—Arrive Hyvinge about 8-15 a.m. (change train, and breakfast at the Station). Arrive Hangö about 3-43 p.m. Sail 4.15 p.m. by steamer for Hull, where due arrive Sunday noon.

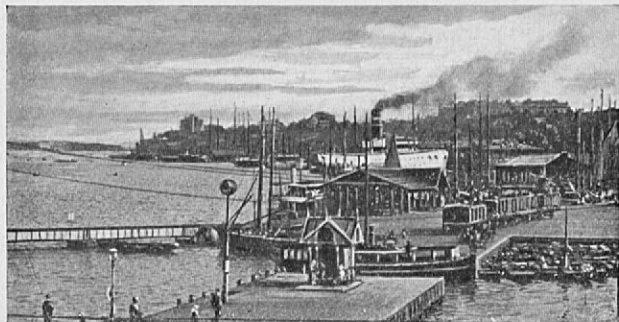
**PRICE OF TICKETS.**

**This Tour lasts 26 days** (from leaving to arriving back in Hull).

The price of tickets for the route in Finland, from Helsingfors and back to Hangö, will be **Fmk. 101·80 (£4 1s. 5d.)**, excluding hotel expenses. When all expenses for meals, rooms, and tips to servants (excepting for the days in Vaala and on the Uleå River) are included, the price will be **Fmk. 270 (£10 16s. 0d.)**

Sleeping-car ticket, Uleåborg to Hyvinge, if required, Fmk. 6 extra.

To these prices must be added the first or second class return fare, Hull to Helsingfors.



SOUTH HARBOUR, HELSINGFORS.



## **INLAND ROUTE No. 6.**

**HULL—COPENHAGEN—HELSINGFORS—WIBORG—RÄTTIJÄRVI—  
IMATRA—PUNKAHARJU—NYSLOTT—KUOPIO—KAJANA—  
VAALA—MUHOS—ULEÅBORG—TAMMERFORS—  
KANGASALA—ÅBO—NÄDENDAL—  
HANGÖ—HULL.**

**Hull to Helsingfors**—Same as Inland Tour No. 1.

### **ITINERARY.**

**Monday**—Visiting Helsingfors.

**Tuesday**—Excursions to the environs of Helsingfors. Leave Helsingfors Tuesday night by express train for Wiborg.

**Wednesday**—Arrive Wiborg early morning (breakfast at the Railway Station). Leave Wiborg 12 noon by steamer for Rättijärvi along the Saima Canal. Arrive Rättijärvi about 4 p.m. Drive by mail-coach, four hours, to Imatra Falls.

**Thursday**—See Imatra Falls, Rauha Hydro and Wallinkoski Rapids (for drive to Wallinkoski, extra fare, Fmk. 4.50; and motor car to Rauha, Fmks. 5.)

**Friday**—Leave Imatra about noon by rail for Punkaharju (change train at Antrea and Elisenvaara; dinner at Elisenvaara Station). Arrive Punkaharju about 7 p.m.

**Saturday**—Visiting Punkaharju. Leave about 8 p.m. by steamer for Nyslott (passage two hours).

**Sunday**—Visiting Nyslott.

**Monday**—Leave Nyslott about 2 p.m. by steamer for Kuopio (meals on board).

**Tuesday**—Arrive Kuopio early morning (breakfast at the Railway Station). Drive to the Puijo Hill (for drive, extra fare about Fmk. 4). Leave Kuopio about noon by rail for Kajana (dinner at Iisalmi Station). Arrive Kajana about 6 p.m.

**Wednesday**—At Kajana. Fishing as many days as the tourist has to spare; otherwise, if directly continuing the journey, leave on—

**Thursday**—early morning by steamer for Vaala (passage about five hours). Leave Vaala about noon by the Tourist Society's

**INLAND ROUTE No. 6—(CONTINUED).**

boat (tarboat type), along the Uleå River. Shooting the famous Rapids, after which the Society's motor boat is taken. Arrive Muhos about 7 p.m. and change for steamer for Uleåborg, where arrive about 9 p.m.

**Friday**—Leave Uleåborg 11-30 a.m. by rail for Tammerfors (dinner at Kannus and supper at Seinäjoki Railway Stations).

**Saturday**—Arrive Tammerfors about 4-40 a.m. (rest at Hotel.) See Pynnikki Ridge (extra fare for drive). Leave Tammerfors about 1-30 p.m. or 2.35 p.m. by rail for Kangasala station (26 minutes). Drive to Kangasala village by mail-coach (fare 50 p.). Visiting the famous ridges at Kangasala. Leave Kangasala by train about 10-15 p.m. for Tammerfors.

**Sunday**—Leave Tammerfors about 11-15 a.m. Arrive Åbo about 4-40 p.m. (change train at Toijala about 1 to 1-22 p.m.)

**Monday**—Leave Åbo by steamer about noon for Nådendal (passage about 2½ hours). Leave Nådendal about 9 p.m. by steamer for Åbo (extra fare, Fmks. 4).

**Tuesday**—Visiting Cathedral and Åbo Castle, Art Museum, &c. Leave Åbo about 5 p.m. (change train at Karis). Arrive Hangö about 10 p.m.

**Wednesday**—See Hangö, and leave by steamer at 4.15 p.m. for Hull, where due arrive Sunday noon.

**PRICE OF TICKETS.**

**This Tour lasts 26 days** (from leaving to arriving back in Hull).

The price of tickets for the route in Finland, from Helsingfors and back to Hangö, will be **Fmk. 115.55 (£4 12s. 5d.)**, excluding hotel expenses. When all expenses for meals, rooms, and tips to servants during the whole Tour are included, the price will be **Fmk. 365 (£14 12s. 0d.)**

Sleeping-car ticket, Uleåborg to Tammerfors, if required, Fmk. 6 extra.

To these prices must be added the first or second class return fare, Hull to Helsingfors.

---

## **Books on Finland.**

---

**"Finland to-day:"** latest and most up-to-date work on Finland, by George Renwick, F.R.G.S. Forty-four illustrations and map. 10/6 (postage in the United Kingdom, 5d.)

The writer has had the most favourable opportunities for studying Finland and the Finns. All the principal places are described, and there is an interesting chapter dealing with **"Sport in Finland."** Another presents a graphic picture of the Finnish people, while much new ground regarding Finnish music, painting, architecture, and literature is broken. The political situation is dealt with up to date. The book, in short, gives the most complete picture of Finland and the Finns yet published.

**"Through Finland to St. Petersburg,"** by A. MacCallum Scott, M.P. With 24 illustrations, crown 8vo, cloth gilt. A most valuable up-to-date guide to Finland and St. Petersburg. 2/9 post free.

**"Illustrated Guide to Helsingfors,"** by Ernest Young, published by the Finnish Tourist Society. 1/- post free.

**"A Peep at Finland,"** by M. Pearson Thomson, with twelve full-page illustrations in colour. Price 1/9 post free.

**"A Summer Tour in Finland,"** by Paul Waineman. Illustrated in colour. 10/6 (postage in the United Kingdom, 5d.)

### **Phrase Books.**

Marlborough's "Self-Taught Series" (Finnish and Swedish) is specially recommended. Containing phrases for Tourists' every day use, with the English Phonetic Pronunciation, also illustration of Coinage, &c. Price in wrapper, 2/-, or in cloth, 2/6.

Application and money for above Guides and Books should be sent to **John Good & Sons, Ltd., Hull.**

Other Books recommended are **"Kalevala"** (the Finnish National Epic Poem), translated by W. F. Kirby, F.L.S., F.E.S. In two volumes, 2/- (*Everyman's Library*, J. M. Dent & Co.).

❁❁ **Aktiebolaget** ❁❁  
**Kaukas Fabrik**

Head Office:  
**Helsingfors**

**Bobbins & Sulphite**  
**Pulp Mills**  
— at —  
**Willmanstrand**



## **A. B. Waseniuska Bokhandeln**

(WASENIUS' BOOK SHOP)

### **Helsingfors.**

A SPECIAL TOURIST DEPARTMENT open during  
the Summer Months.

---

TELEGRAPH ADDRESS:

"SJÖASSURANS, HELSINGFORS."

## **Finska Sjöförsäkrings Aktiebolaget**

(The Finnish Marine Insurance Company, Limited)

HEAD OFFICES:

HELSINGFORS, SÖDRA MAGASINSGAT. 4.

Funds 1st January, 1911:

**Finnish Marks      =      =      1,981,226·99**

BRANCH OFFICES IN ALL TOWNS OF FINLAND.





## **G. F. Stockmann, Ltd., Helsingfors.**

The Oldest & Largest Wholesale & Retail Business  
in Finnish and Foreign

Glass and China Wares,  
Linen & Cotton Goods.

All sorts of  
Ironware and Household Utensils and  
Sporting Articles.

First-rate Goods.    Great Selection.    Fair Prices!

# P. SIDOROW,

The Finland Implement Company, Ltd.

7 Alexandersstreet, Helsingfors.

The Oldest and Largest Machinery Agency in Finland.

DE LAVAL CREAM SEPARATORS.

INTERNATIONAL HARVESTER CO. MOWERS.

HOBBS, HART & CO. SAFES.

MATHILDEDAL AGRICULTURAL IMPLEMENTS.

FISKARS PLOUGHS.

SIDOROW

••• SIDOROW •••

## FINLAND LINE.

THE

Finland Steamship Co. Ltd., Helsingfors,

maintain Regular Services with First-Class, Up-to-date  
Passenger Steamers between

**HULL—COPENHAGEN—HELSINGFORS and ÅBO:** twice weekly.

**STETTIN—REVAL—HELSINGFORS:** weekly.

**STOCKHOLM—HELSINGFORS—ST. PETERSBURG:** four times weekly  
and **STOCKHOLM—ÅBO** also four times weekly.

**WINTER SERVICES to HANGO and ÅBO.**

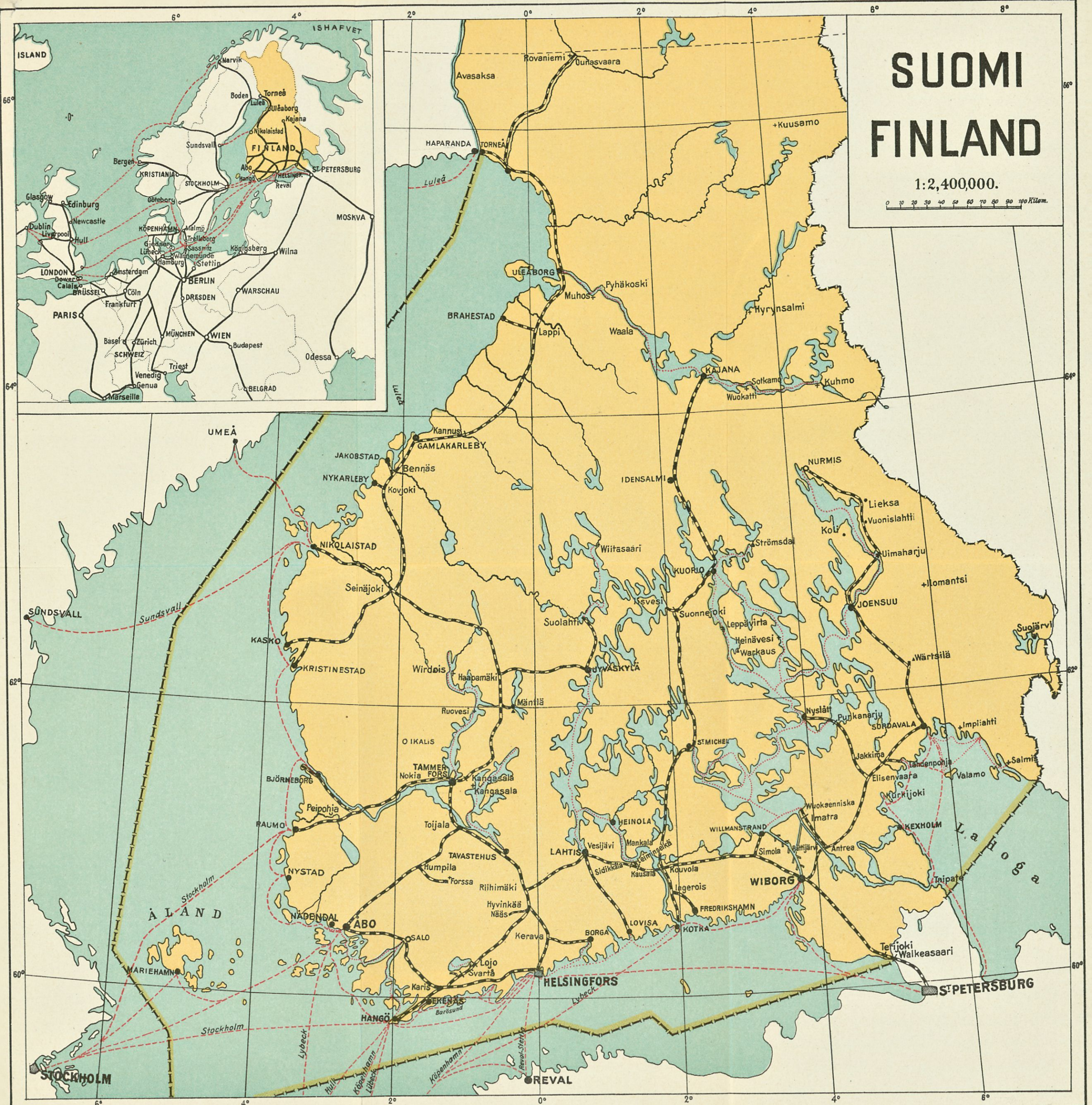
Full Particulars from FINLAND STEAMSHIP CO., LTD., HELSINGFORS (Owners);  
JOHN GOOD & SONS, LTD., HULL; A/B NYMAN & SCHULTZ, STOCKHOLM;  
FRITSCH & CO., COPENHAGEN; GUSTAV METZLER, STETTIN; and all  
Tourist Agents.

*Printers:*

*Richd. Johnson & Sons, Lowgate, Hull.*

---











bp 225